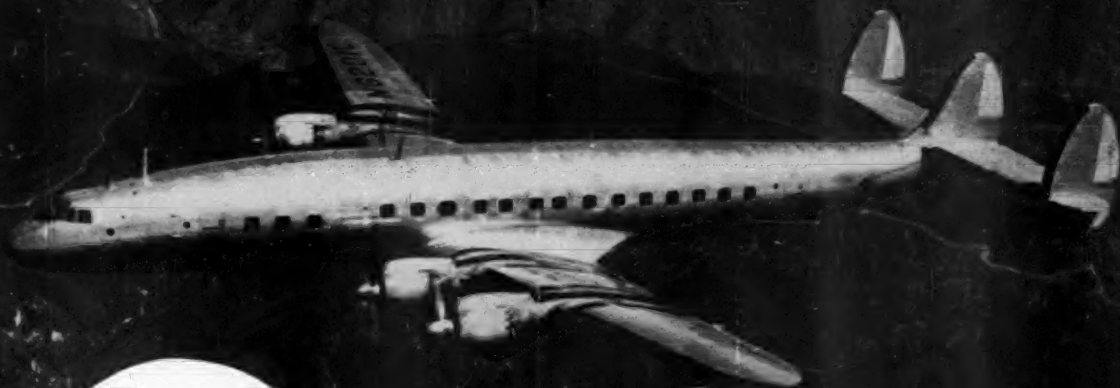


BUSINESS

# AIR TRANSPORTATION



THE AIR MAGAZINE FOR THE BUSINESS EXECUTIVE



Whether it's to  
Tulsa or Tokyo . . . Baltimore  
or Barranquilla . . . Pittsburgh  
or Paris—your shipments go  
faster, safer by air,  
and economically,  
too.

FIRST FLIGHT PHOTO OF THE NEW SUPER CONSTELLATION

Vol. 19 No. 3

Including AIR COMMERCE and BUSINESS FLIGHT

SEPTEMBER, 1961

Latin American Economics Today and Its Effect  
Airfreighting the Truth About America

Texas—How to Select, Use and Care for Them  
When the Floods Hit Kansas City

Seagroom Cargo

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

# ALONG THE WAY... OF **TWA**



**EVERY TWA SHIPMENT  
...TREATED ROYALLY!**



WHETHER YOUR SHIPMENT IS FRAGILE AND VALUABLE OR JUST PLAIN NUTS AND BOLTS, IT WILL BE GIVEN THE SAME ROYAL ATTENTION BY **TWA**. IT WILL REACH DESTINATION QUICKLY... SAFELY... CAREFULLY HANDLED... AND AT MODEST COST VIA **TWA** AIR CARGO. REMEMBER - ALL **TWA** FLIGHTS CARRY AIR CARGO OVERSEAS AND THROUGHOUT U.S.A. (Note the map)



## WINGED SHOES

THE FIRST SHIPMENT OF NEW SHOES MADE BY AN AMERICAN COMPANY IN THE MIDDLE EAST CAME TO U.S.A. VIA **TWA**. WHATEVER YOU HAVE TO SHIP... YOU CAN SHIP IT FAST AND SURELY VIA **TWA** AIR CARGO... SPEED DISTRIBUTION... SATISFY CUSTOMERS.

## HOW TO KEEP A JUMP AHEAD OF COMPETITION

REGULARLY ROUTE ALL SHIPMENTS VIA **TWA** SKY MERCHANTS.\* FAST 4-ENGINE ALL-CARGO PLANES COVER THE NATION COAST TO COAST OVERNIGHT. LOW RATES WILL SURPRISE YOU...



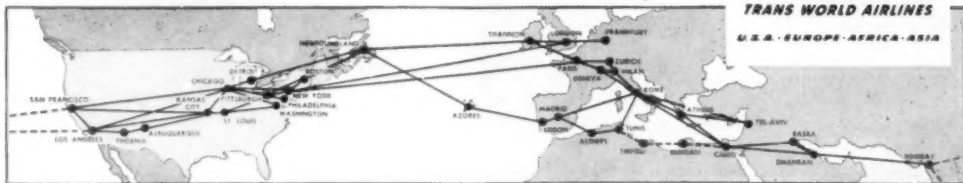
"MAGIC FINGER" WHEN YOU USE IT TO DIAL **TWA**. KEEP **TWA** NUMBER HANDY. CALL IT ANY TIME. ASK FOR EXACT RATES... SCHEDULES... QUICK PICK-UP. IF IT'S SPEED YOU WANT... HERE'S HOW TO GET IT.



*All TWA flights carry  
Air Mail and Air Cargo*

# **TWA**

TRANS WORLD AIRLINES  
U.S.A. - EUROPE - AFRICA - ASIA



# AIR TRANSPORTATION

The World's First and Only Air Cargo  
Magazine . . . Established  
October, 1942



MEMBER OF CONTROLLED CIRCULATION  
AUDIT, INC.

AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in AIR TRANSPORTATION'S wide coverage are: air shipping, cargo plane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, personnel and business air travel.

Subscription rate for United States and Possessions, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years. Individual copies, 50 cents each.

John F. Budd, Editor and Publisher

Richard Malkin, Managing Editor

M. A. Caine, Assistant Editor

K. H. Lyons, Business Manager

Frank W. Budd, Circulation Manager

Langdon P. Marvin, Jr.,  
Contributing Editor

J. Prescott Blount, Contributing Editor

Dr. William L. Grossman,  
Contributing Editor

Edgar H. Bauman, Field Correspondent

L. A. Goldsmith, Economic Analyst

Franklin D. Hunt, Advertising Manager

Keith H. Evans,  
West Coast Advertising Representative  
3757 Wilshire Blvd., Los Angeles 5, Calif.  
Phone: DUinkirk 8-2781

Jakob Scheidegger,  
European Representative  
Dachhofstrasse 21, Basle, Switzerland

J. B. Tratsart, Ltd.,  
United Kingdom Sales Representative  
5 London St., London, W. 2, England

AIR TRANSPORTATION is published by Import Publications, Inc., Ten Bridge Street, New York 4, N. Y.; also publishers of Custom House Guide, American Import & Export Bulletin, and Air Shippers' Manual. Republishing of any article or portion of an article appearing in this magazine, without written permission, is strictly forbidden. AIR TRANSPORTATION is available on microfilm. For information contact publications office.

18 BRIDGE ST., NEW YORK 4, N. Y.  
Phone: WHitehall 4-2898

Copyright, 1951, Import Publications, Inc.  
Acceptance under Section 3644 P.L. and R.  
authorized.

Vol. 19 No. 3

September, 1951

## CONTENTS

### GUEST AIR CARGO EDITORIAL

Latin American Economics Today and Its Effects . . . . . 5  
By Edward G. Bern

### INTERNATIONAL RELATIONS

Airfreighting the Truth About America . . . . . 6  
By Richard Malkin

### LABELING

Dangerous Cargo . . . . . 8  
By Harris F. Reeve

### EMERGENCY

When the Floods Hit Kansas City . . . . . 9

### PACKAGING

Tapes—How to Select, Use and Care for Them . . . . . 10

### DEPARTMENTS

Air Commerce . . . . . 11  
Crossword Puzzle . . . . . 16  
Air Freight Forwarders . . . . . 16  
New Equipment for the Shipper and Carrier . . . . . 17  
Facts and Figures . . . . . 18  
Air Transportation Congratulates . . . . . 19  
Come 'n' Get It! . . . . . 20  
Comparison of Shipping Costs . . . . . 22  
Business Flight . . . . . 23

### NEWS

Air Express International . . . . .	14	Martin . . . . .	12
Air France . . . . . 12, 14, 24		Mid-Continent . . . . .	18
Air Transport Association . . . . .	11	Milan . . . . .	12
ASTTI . . . . .	11	Northwest . . . . . 12, 16, 18	
Australian National . . . . .	13	Pan American . . . . . 14, 18, 23, 25	
Berlin . . . . .	12	Panagra . . . . . 12, 24	
BOAC . . . . . 14, 18		Raymond . . . . .	13
Boeing . . . . .	14	REA . . . . .	18
Brantiff . . . . .	11	Riddle . . . . .	14
Eastern . . . . .	25	Ryan . . . . .	26
El Al . . . . . 13, 14		Seaboard & Western . . . . . 14, 18	
Fairchild . . . . .	18	SIPMHE . . . . .	13
Flying Tigers . . . . . 12, 16, 18		Slick . . . . . 12, 14, 16	
Frontier . . . . .	23	Transocean . . . . .	14
IATA . . . . .	12	TWA . . . . . 12, 24, 25	
Iran . . . . .	12	U. S. Airlines . . . . .	14
KLM . . . . .	13	United . . . . . 11, 18	
Lockheed . . . . . 12, 25		USAF . . . . .	14
Los Angeles . . . . .	24		

### ADVERTISERS

ABC Air Freight . . . . .	19	Mercader, Inc. . . . .	15
Acme Air Cargo, Inc. . . . .	12	National Airlines . . . . .	17
Air Clearance Association . . . . .	24	Ollendorff, Inc., H. G. . . . .	26
Air Express Int'l Agency, Inc. . . . .	27	Pan American Grace Airways . . . . .	21
American Express Co. . . . . 4th Cover		Parker and Company, Inc. . . . .	29
Avianca . . . . .	29	Philippine Air Lines . . . . .	25
Barian Shipping Co. . . . .	31	Rohner, Gehrig & Company, Inc. . . . .	18
Barr Shipping Company . . . . .	19	Sabena Belgian Airlines . . . . .	19
Bernacki, Peter A. . . . .	26	Scandinavian Airlines System . . . . .	17
Boxcars in the Sky . . . . . 2nd Cover		Seaboard and Western Airlines . . . . .	28
Brauner & Company . . . . .	19	Senator Hotel . . . . .	21
British Overseas Airways Corp. . . . .	14	Slick Airways . . . . .	28
Collins Engineering Company . . . . .	28, 31	Smith Inter-Ocean, J. D. . . . .	31
El Al Israel National Airlines . . . . .	4	TACA International Airways . . . . .	12
Emery Air Freight Corp. . . . .	13	Traffic Managers Institute . . . . .	17
LAV . . . . .	14	Trans World Shipping . . . . .	31
Manhattan Storage & Warehouse . . . . .	26	TWA . . . . . 3rd Cover	
McGee, & Co., Inc., Wm. H. . . . .	15	Vast Aircraft & Finance Company . . . . .	28

### COVER

First flight photo of Lockheed Aircraft Corporation's new Super Constellation, more than 18 feet longer than the standard Constellations.

SEPTEMBER 1951—PAGE 3

**New York to Tel-Aviv in 26 hours flying time**  
**New York to Johannesburg in 42 hours flying time**  
**No change of equipment.**

**Direct flights from New York to:**

**London**

**Athens**

**Tel-Aviv**

**Nairobi, Gateway to East Africa**

**Johannesburg**

**FLY**

**EL AL**

**ISRAEL AIRLINES**



**Ultra-modern  
long-range CONSTELLATIONS.**

**American flight crews**

**with 8½ years trans-Atlantic flying experience on scheduled airlines.**

**EL AL is a member of IATA with interline agreements  
with major international carriers.**

**Standard IATA Commissions guaranteed.**

**For information call your freight forwarder or contact**

**EL AL Israel Airlines**

**37 West 57th Street, New York 19, New York  
PLaza 9-8610**



# Latin American Economics Today And its Effect

By EDWARD G. BERN

Sales Manager

Pan American-Grace Airways

**W**HILE the United Nations and the opposing forces in Korea are carrying on their physical and verbal conflicts, it might be well to take a glimpse at the increasingly prominent role which the nations of Latin America are playing as suppliers of strategic materials, and how their activities in this field are affecting them.

According to authorities, two-fifths of the total United States imports of vital materials come from South and Central America, and the United States production can expand only if the output throughout the entire hemisphere is increased.

The Latin American output is being increased and work has been started in the important fields of iron ore, manganese and cordage fibers.

These developments will be in the nature of permanent gains for the Latin American countries.

Still greater development is necessary, however, if the raw material demands of the free world are to be satisfied. There are still vast untouched natural resources and the United States must turn to these for many metals and other basic materials.

Three-quarters of all United States imports are basic commodities which break down into crude foodstuffs, raw materials and semi-processed manufactures such as ingots.

Latin America supplies approximately 70% of the crude foodstuffs, and about one-third of the raw materials and semi-processed manufactures.

These classifications went up to 75% and 40% respectively during World War II.

Almost all of the antimony, bauxite, castor beans, natural nitrates, quartz crystals, and quebracho (used in tanning) is furnished to this country by Latin America; and besides those items the neighbors to the south supply a large portion of the essential United States imports of beryl, cadmium, graphite, cordage fibers, fluorspar and mica.

All of the vanadium comes from Peru as does most of



the bismuth shipped to the United States.

According to the Chase National Bank, 26% of the copper imported comes from Latin American countries, 20% of the tin, and 17% of the lead.

It is well known that Latin America is a major source for coffee, sugar, hides, and wool, and also sends in 40% of the canned meat imports.

The cargo flow is by no means all toward the north, because it is necessary to ship machinery and parts down to the producing countries to build up the various industries and essentials.

There is no doubt but that the United States Government's drive to increase its stockpile of strategic materials will continue to boost many

Latin American exports.

The stated purpose is to build reserves large enough to sustain five years of full war production.

The prosperity and strength of many of the Latin American countries is directly linked up with strategic materials exported.

For example: the export of copper is vital to Chile, and Bolivia could not prosper to the greatest extent without its tin exports.

Much technological aid is being given to the neighbor countries to advance their interests and their production.

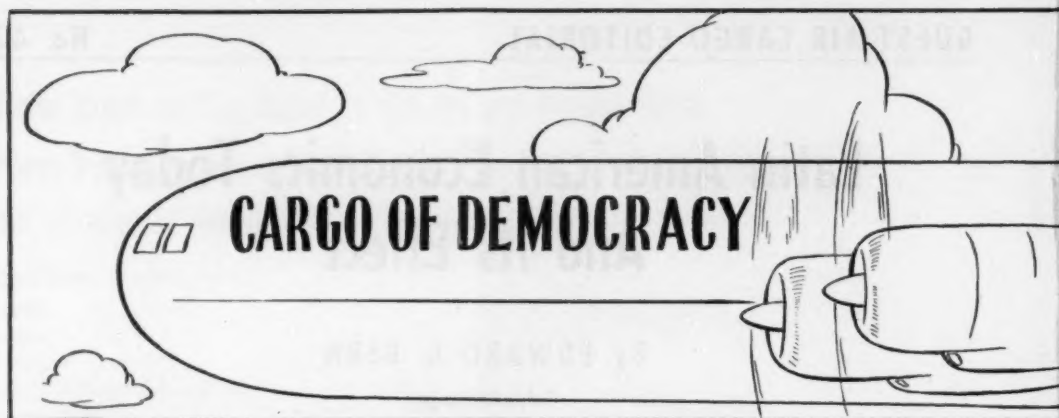
The last war caused the United States to turn to Latin American countries as its chief source of many strategic materials and purchases in this hemisphere have continued on the upgrade.

In some instances there were important shifts in trade after the war, but Latin American trade continued to have an expansion of production, especially in the field of certain metals.

The Latin American countries with their new highs in production and the cooperation of the United States are starting an era of prosperity.

They have the problem of inflation and certain short-

*(Concluded on Page 27)*



AN EDITORIAL AND A PROPOSAL

# Airfreighting The

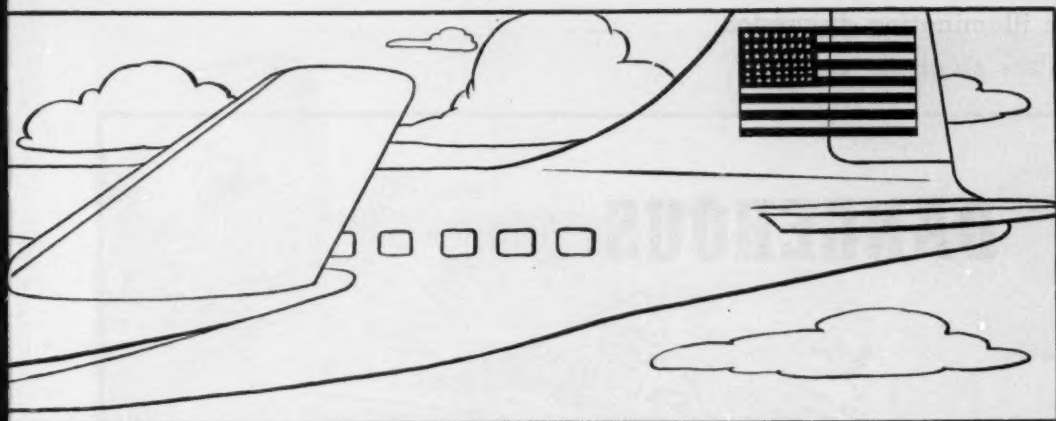
By RICHARD MALKIN • *Managing Editor, Air Transportation*



How Soviet propaganda pictures the GI in Korea



How Reds interpret America for German consumption



# Truth About America

ON July 28, 1951, the President of the United States, Harry S. Truman, delivered a ringing address in connection with the celebration of the 250th anniversary of the founding of Detroit. In the final minutes of his speech, the president said:

"This is America—and in America working men and women have a voice in their destinies, in their conditions of work, and in the course their country shall follow."

What Mr. Truman said, of course, is true. Americans take great and justifiable pride in their way of life. I would venture to say that 99% of the workers in this country admit that their lot is far superior to that of their counterparts in any other part of the world. In spite of not a few defects in our democratic system (the recent infamous Cicero incident, to give one example), we feel that the average man—Joe Doakes—has been elevated to his highest position in the history of civilization.

The American working man is the envy of all others. Throw a stone in any direction, and you're apt to find a reasonably new car, a television set, a couple of radios, fashionable attire. And Joe Doakes has the time to enjoy

his possessions, for since the turn of the century his work-a-day week has been scaled down from 60 to 40 hours, while his personal income has tripled, and the national income multiplied nearly 17 times. Today he is beset by an inflationary trend, but in spite of it his possessions continue to increase, or, at least, are maintained. He has not forgotten the years of economic depression and the long months of unemployment; nor has he forgotten that his government did not forsake him during those years.

Most workers in this country have, at one time or another, exercised their right to strike for higher wages, and/or better working conditions. The labor-management record has black smudges on both sides, but the over-all record has been one of distinct progress. Apparently labor and management have reached the point where a hook-up for the wage to the cost of living is, for the first time, being edged into practice. This is a tremendous victory for labor and management as well as for the stability of our nation. Its full effect will be felt when the practice becomes the rule rather than the exception.

America has a tremendous story to

tell, but it is not getting across. To be sure, the Voice of America is attempting the job; but its audience is limited to the number of people owning radio sets. For example, the 19 countries of Western Europe (Finland included) with its 302,413,000 population have .137% of its people owning radio receivers (and only .088% of the total population with short wave equipment).<sup>1</sup> The seven European countries behind the Churchill-dubbed Iron Curtain have a total population of 279,418,000, .036% of whom own radios (.031% equipped with short wave).<sup>2</sup> The 13 countries of the Middle East with its population of 515,829,000 have produced only .002% radio owners (.001% short wave).<sup>3</sup> The 17 countries and possessions in Africa, the total

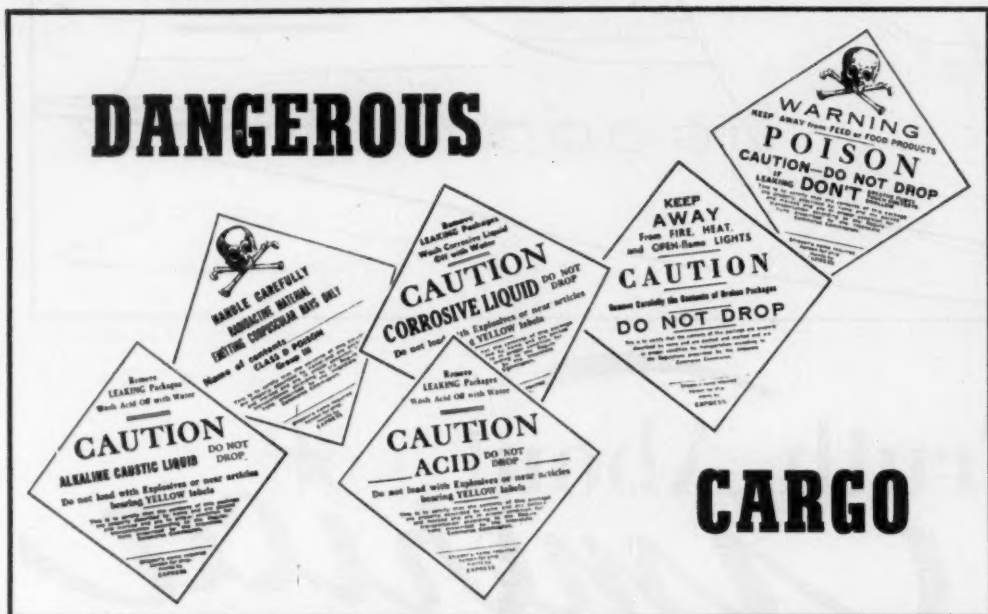
(Continued on Page 33)

<sup>1</sup> Sweden has an average of two listeners per set; Denmark, Germany, Luxembourg, and Portugal—three; Austria, Finland, France, Great Britain, Iceland, Italy, Netherlands, Norway, and Switzerland—four; Belgium, Greece, and Spain—five; Ireland and Yugoslavia, unknown.

<sup>2</sup> Hungary and Poland have an average of four listeners per set; Albania and Rumania—five; Czechoslovakia—six; Bulgaria and Russia—unknown.

<sup>3</sup> Egypt and Israel have an average of four listeners per set; India—five; Syria and Turkey—six; Iraq—seven; Saudi Arabia—eight; Lebanon and Pakistan—10; Afghanistan, Iran, and Transjordan—unknown.

An illuminating discussion  
on the shipment of . . .



**I**NTERNATIONAL transportation of passengers and goods has been beset by hazards for centuries, but the risks have been declining as the speed has been increasing. Weather, fire, structural failure, and human error have taken heavy toll of life and property through the years for "those who go down to the sea in ships," but as the ships have grown larger and faster, changing from wooden vessels propelled by sails, to steel ships driven by steam, the accidents have become fewer. In a similar manner, air transportation has developed at the cost of many accidents and the sacrifice of lives of brilliant men, but advances in engineering design and construction have been matched by improved operating techniques. Consequently there has been a steady downward trend in the accident rate, reflecting the progress made in safety measures.

As this discussion is limited to certain safety aspects of carriage of goods to, from, and within the United States of America on air carriers of United States registry, perhaps a few words about their safety record will be permitted. Scheduled domestic and international air carriers of United States registry covered 8.2 thousand million

By **HARRIS F. REEVE**  
Flight Safety Foundation, Inc.

passenger-miles in 1949 with the lowest passenger fatality rate in United States commercial aviation history, and not a single fatal accident took place in United States scheduled international operations in that year.\* That record can be credited to a combination of superb equipment, adequate training, skilful operation, maintenance, and careful handling of passengers and cargo. This discussion deals primarily with the latter factor.

Fires and explosions in the holds of ships have caused terrible tragedies at sea, but they are even more horrible when they occur on aircraft in flight. To prevent such accidents voluminous regulations have been evolved for and by the Federal Government of the United States over the years to govern the shipments of dangerous goods in commerce among the various states and to and from other countries. These

\* The 1950 record was even better—1.1 fatalities per 100,000,000 passenger miles for domestic operations.

regulations are under continuous revision to meet changing conditions.

In the United States, public transportation services in so-called "interstate and foreign commerce" are rendered almost exclusively by privately owned carriers, and they are regulated by the Government. All shipments of dangerous goods by land, water and air, transported by carriers of United States registry in interstate and foreign commerce, are subject to regulation by various agencies of the United States Federal Government. As the Interstate Commerce Commission of the Federal Government regulates operations in interstate and foreign commerce of railroads, motor vehicles on the highways, and vessels on the inland waterways, regulations concerning the preparation, handling, storage, transportation, etc., of "explosives and other dangerous articles" by rail, highway or water are promulgated by the ICC. In carrying out this function it utilizes the services of a bureau which is operated by carriers of the United States, known as the Bureau of Explosives.

Similarly the Civil Aeronautics Board of the Federal Government regulates operations in interstate and foreign

(Continued on Page 29)





SCENE AT GRANDVIEW AIRPORT, Missouri, when 18 50-pound cartons of bakers' active dry yeast, consigned to the Jordan Baking Company, Topeka, by Red Star Yeast and Products Company, Milwaukee, arrived via Mid-Continent Airlines. The shipment helped replenish the bread supply of the flood-stricken area. Topeka is not too far from Kansas City, Kansas, and Kansas City, Missouri, and acted as a mercy station.



PART OF A 2,001-POUND AIR SHIPMENT of sponges, destined to the Lowe Hicks Company, Kansas City, via Braniff International Airways. Shipped by the O-CEL-O Corporation, Buffalo, to take care of the terrific demand for sponges during the floods, the plane space consumed by the extremely light commodity was double the weight.

## WHEN THE FLOODS HIT KANSAS CITY

**T**HE FLEXIBILITY of air transport and its ability to move critical materials into a stricken area in a matter of hours instead of days were demonstrated in the recent Kansas City flood.

When waters from the Kaw and Missouri Rivers reached unprecedented heights on the night of July 13, Municipal Airport was ordered evacuated as a precautionary measure. In a matter of hours the entire air transport industry moved to the auxiliary Grandview Airport 20 miles south of Kansas City proper.

Emergency flares were placed along the north-south runway and it is estimated that \$30,000,000 worth of equipment was ferried into Grandview within 3½ hours. By 11 p.m., July 13, the auxiliary field was completely lighted and by the morning of July 14, the five carriers serving Kansas City were set up, ready for business. Service was resumed at Grandview less than 24 hours after the evacuation of Municipal and in less than another 24 hours the airlines were virtually back on schedule.

By utilizing air freight and air express, telephone communications quickly were restored to much of the stricken area. In addition to hauling critical

communications equipment, 125 long-distance telephone operators were flown into Kansas City from New York,

---

In a recent issue of the *Braniff B-Liner*, house organ of Braniff International Airways, the following was reported:

"Chicago and Southern set up a radio transmitter in a tent at Grandview and it was being operated jointly by both Braniff and C&S radio crews. Braniff, during the height of the flood, still maintained its transmitter north of North Kansas City, and messages were relayed by radio between the two points. CAA set up a temporary control tower to handle traffic in and out of the field, and under the VFR operation at Grandview, flights were normal.

"Braniff flew in a special shipment of typhoid serum early Saturday, July 14, in a DC-3 cargo-liner. The DC-3 left Dallas on Friday night and landed at another flood-threatened city—Topeka, Kansas . . ."

---

Chicago, and Louisville to handle emergency calls.

In addition to telephone equipment, tons of pumps of all types arrived by

air to be pressed into service in the inundated areas.

During this emergency medical supplies were adequate, but a scarcity of bread threatened in Kansas when the supply of bakers' active dry yeast was almost exhausted in Topeka. The Red Star Yeast and Products Company of Milwaukee was contacted by a Topeka bakery and arrangements were made with Mid-Continent Airlines to rush 900 pounds to Grandview Airport. It immediately was transferred to trucks there and rushed to the Kansas capital, thus averting a possible shortage of bread.

Saturday night, July 21, the airlines returned to their regular quarters at Municipal, making the move in about six hours. During the time the air carriers utilized Grandview much of the surface transportation was under water. Despite crowded conditions the carriers, Braniff, Continental, Chicago & Southern, Mid-Continent and TWA explained and deplaned freight, express, mail, and passengers on schedule.

Sunday, July 15, the five scheduled carriers operated 145 passenger schedules and the cargo companies operated 16 flights into Grandview. Due to the scarcity of private fields in Kansas

(Concluded on Page 27)



# Tapes

## How to Select, Use, and Care for Them

**D**URING THE LATE TWENTIES, Johnson and Johnson, the world's largest manufacturer of surgical adhesive tapes, discovered its Detroit distributor was ordering unusually large quantities of adhesive tape. Orders were coming in such large quantities that the company began to wonder.

On investigating, Johnson and Johnson discovered an employee in the paint department of Hudson Motor Company had hit upon the idea of using surgical adhesive tape as a masking tape in paint spraying operations. The Detroit distributor's increased orders were the result of filling Hudson's new requirements for tape.

This was the start of the industrial tape industry—an industry that now turns out approximately \$100,000,000 worth of tape annually.

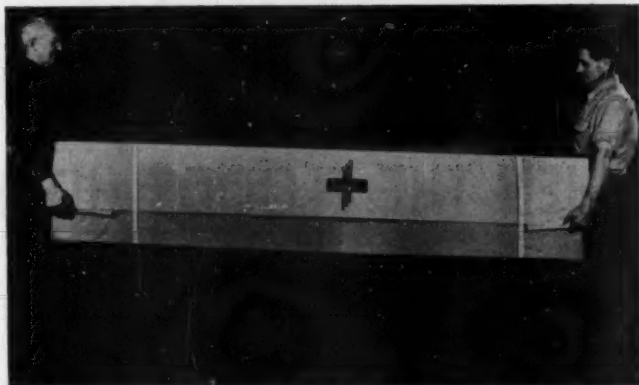
Today, the Industrial Tape Corporation of New Brunswick, New Jersey, points out that the aviation industry uses several million dollars worth of tape a year.

Much of this tape is for masking purposes during paint-spraying operations, but in recent years other uses have been found, such as holding, sealing, stencilling, packaging, protecting, reinforcing, and identifying.

Recently, for instance, Coastal Aviation Corporation, of Alexandria, Virginia, which ships aviation, industrial, and electronic equipment and supplies to all parts of the world, found a new tape that was strong enough to replace steel strapping in packaging cardboard cartons. Known as Permaceel 15 Fiberglass Reinforced Tape, it has a tensile strength of 200 pounds per square inch.

According to Stuart A. Reiss, president of Coastal Aviation, "a sale is never completed until the customer

*(Continued on Page 27)*



DEMONSTRATING THE STRENGTH of only two strips of Permaceel fiberglass reinforced tape which support the weight of a 100-pound carton.



SHIPPING ROOM EMPLOYEE shows the easy use of tape on export air shipment.

FLY  
YOUR  
SHIPMENTS

# AIR COMMERCE

(REG. U. S. PAT. OFF.)

FLY  
YOUR  
MAIL

VOL. 19

SEPTEMBER, 1951

NO. 3

## BRANIFF SERVES MIAMI

### GETTING THE LOWDOWN ON AIR CARGO



Three United Air Lines cargo executives impart some know-how to three newly-appointed district cargo representatives at a recent confab in Chicago. Seated (left to right): Jack Steintrenner, Los Angeles; Albert S. Jalkut, Boston; E. L. Dore, manager of cargo sales. Standing (left to right): J. J. Hart, superintendent of mail and express; Arthur Armstrong, Newark; R. L. Mangold, superintendent of freight. UAL gets 'em on the beam!

## ASTTI Holds First Conference And Seminar September 13, 14

CHICAGO—The First Annual Conference and Seminar of the American Society of Traffic and Transportation, Inc., will be held in this city on September 13-14, in cooperation with Northwestern University which this year is celebrating its centennial. A banquet also will be held in the Palmer House.

According to C. H. Vayo, president of the ASTTI, the two-day program will include "a discussion of major transportation problems, pointing toward a common basis of understanding between carriers, shippers, and Government regulatory bodies." He said that "businessmen, nationally prominent in industry and transportation will address the conference" (see program at the end of this article).

The objectives of the ASTTI are "to establish standards of knowledge, technical training, experience, conduct, and ethics, and to encourage the attainment of high standards of education and technical training, requisite to the proper performance of the various functions of transportation."

General chairman of the conference is

(Concluded on Page 15)

## ATA Attacks Suggested Air Mail Rate Increase

WASHINGTON, D. C.—Admiral Emory S. Land, president of the Air Transport Association, has lashed out at the Senate Post Office and Civil Service Committee for its suggestion to increase air mail postage rates. He stated that experiments by Congress with these rates have proved that any increase above the present six-cent level will adversely affect the air mail volume.

"The Big Four scheduled airlines (American, Eastern, TWA, United), who

(Concluded on Page 26)

## Giving Southwest, Midwest New Outlet To Latin America

DALLAS—A Civil Aeronautics Board order has given Braniff International Airways the option of hauling freight, mail, and passengers nonstop between Miami and Balboa, Canal Zone, pending final decision by the Board on the Dallas-based airline's application to serve Washington, D. C., and New York City from the Latin American cities it now serves. Braniff has been serving Havana, direct through the Houston gateway, for some time. However, local service between Miami and Havana, and Houston and Miami, is not provided.

The air carrier is operating both DC-4s (El Intercontinental service) and DC-6s (El Conquistador service) to the important Florida city. The first flight through Miami, from Chicago and Houston en route to Rio de Janeiro, took place August 4.

At the present time, Braniff links nine Southwest and Midwest states with eight Latin American countries. The new service through the Miami gateway connects the United States cities it serves with Panama, Ecuador, Peru, Bolivia, Paraguay, Brazil, and Argentina. There are connections at Lima, Peru, for Chile.

Interline agreements with Delta Air Lines, and National Airlines provide connections with cities in the East.

### Fine Record

Braniff's most recent report showed that its earnings during the first half of 1951 were nearly 400 percent above the January-June, 1950, total. Boasting one of the finest safety records in the country, the company was scheduled to receive the first of its 23 new multi-engine transports a few weeks ago.

During the first half recently completed, Braniff showed substantial increases in freight, express, mail, and passenger transportation, to the tune of 28 percent, 26 percent, 32 percent, and 27 percent, respectively.

## NWA Seeking Extended Routes

WASHINGTON, D. C.—If Northwest Airlines is granted by the Civil Aeronautics Board the extended routes it seeks, some 12,000 miles will be added to the transpacific carrier's network. Following are six overseas extensions which are beyond NWA's current points of service.

- Tokyo—Hong Kong—Bangkok—Colombo—Bombay.
- Tokyo—Hong Kong—Bangkok—Singapore—Jakarta.
- Manila—Bangkok—Colombo—Bombay.
- Manila—Saigon—Bangkok—Singapore—Jakarta.
- Manila—Bangkok—Calcutta—Bombay.
- Manila—Jesselton—Jakarta.

It should be noted that at the present time NWA reaches Hong Kong under a contract arrangement with Hong Kong Airways.

NWA pointed out that, if the extensions are approved, connections would be possible with other carriers serving Bombay, thus making round-the-world flights feasible.

## Milan Freight Traffic

MILAN—Maple, the international airport here, reports that freight traffic rose from 600 tons in 1940 to 1,350 tons in 1950. Plane landings and takeoffs increased from 683 to 1,629.

## British Wary of Iran

LONDON—The report from here is that British operators of charter aircraft flying to and from Iran, current headline powder-keg, have been warned not to refuel in that country. The warning was issued on the basis that "supplies are unreliable," and that "the larger petroleum companies are not assuming any responsibilities for the supplies being available." In the event that charter operators are able to locate fuel, British authorities have suggested that they check its quality.

## Slick Opens Headquarters

BURBANK—A \$200,000 administration building has just been opened by Slick Airways at 3000 North Clybourn. It is located adjacent to the all-freight carrier's two big hangars on the western end of Lockheed Air Terminal. Executive and administrative personnel already have moved into the two-story structure.

All of Slick's offices throughout the country are linked by a special communications system centered here. The operations office is on 24-hour duty, keeping tabs on the airline's 160 flights each day.

## Berlin Lift in Reverse

BERLIN—Nudged by Soviet Controls, West Berlin has, in a small way, started an airlift of its own, this time destined to West Germany. The civil airlines have been cooperating in this venture, with the blessing of the Western Allies.

## Flying Tigers Produce Facts on 6th Birthday

BURBANK—An analysis of its own company put forth by the Flying Tiger Line on its recently celebrated sixth birthday has produced the following facts:

It is first in assets and surplus among the freight and contract carriers.

It is first in earnings among the above carriers.

Its 35 aircraft rank the line sixth among all domestic air carriers.

It is sixth in monthly miles flown among all domestic air carriers.

It is reporting 50¢ per invested dollar profit, which represents twice to 50 times as much as any other carrier.

Its 1,352 employees rank the line sixth in the country.

Its ton-lift capacity ranks it seventh.

## Panagra Passes Milestone

QUITO, ECUADOR—Not counting training, survey, and special flights, Panagra recently marked its 20,000th crossing of the Equator. First crossing was made more than 22 years ago. A single-engined Fairchild did the job at that time. Now it was a DC-4.



## First Martin 4-0-4 Flies

BALTIMORE—Destined to Trans World Airlines, the first production model of the Martin 4-0-4 transport was flown here several weeks ago. It is the first of 41 such aircraft ordered by TWA. The plane, which is powered by two Pratt and Whitney R-2800 engines, is convertible to jet power plants. It will replace TWA's older twin-engined planes.

## Air France Buys Supers

BURBANK—An even 10 giant *Connies*—Super Constellations—have been ordered by Air France, according to twin announcements issued by Henri J. Lesieur, the French airline's general manager in North America, and Robert E. Gross, president of Lockheed Aircraft Corporation. The deal involves \$15,000,000.

Gross also revealed that his company now enjoys the largest commercial backlog—\$100,000,000—in its history. Military backlog for the plane is even greater.

from  to  tractors!

ship via **TACA** the airline with cargo know how

Fast, Efficient Air Freight Service to:

GUATEMALA • EL SALVADOR • COSTA RICA  
BRITISH HONDURAS • NICARAGUA  
MEXICO CITY • HONDURAS



For further information contact any  
Waterman Steamship Corporation Office,  
Agents for TACA in U.S.A., or your  
Local Receiving Agent.

P. O. BOX 1346, NEW ORLEANS, LA.

# ACME AIR CARGO

now rendering fastest service to

# HAVANA

in addition to the key destinations of Venezuela  
and 59 countries in Europe, Asia and Africa

DAILY SERVICE • SINGLE-CARRIER RESPONSIBILITY

Consult your forwarder or the nearest Acme office

ACME AIR CARGO CUBANA, S. A. — AGUIAR 363, HAVANA, CUBA



## KLM Introduces New-Type Rack for Airborne Modes

NEW YORK—Keeping in mind the necessity for shipping fashions light, crush-free, and with dispatch, KLM Royal Dutch Airlines has introduced a specially designed garment rack, made of extremely light metal, which is fastened to the floor of the plane. Fully 120 garments can be accommodated by the six-unit rack. Each unit is capable of holding 20 garments.

The first shipment utilizing the new rack consisted of 400 Paris-designed, Holland-manufactured coats. Weight topped 2,200 pounds.

## SIPMHE Parley Next Month

CLEVELAND—This year's conference of the Society of Industrial Packaging and Materials Handling Engineers will take place at the Public Auditorium here on October 2-3-4. One of the regular features will be the competitive entries for the Harold Jackson Trophy, which will be awarded to the one submitting the best method of cushioning against shock and breakage.

## It's Raymond Corp. Now

GREENE, NEW YORK—The LYON-Raymond Corporation, manufacturers of electric industrial trucks and hydraulic elevating equipment, has changed its name to The Raymond Corporation. Founded 111 years ago as the Lyon Iron Works, it was operated by three generations of the Lyon family for more than eight decades. In 1922, management was taken over by the Raymond family, and at that time the company turned to the materials handling field.

According to the company's official announcement, the change in name was made "because the name LYON has no connection with the present company management, and because it has, on occasion, caused some confusion with other, similarly-named manufacturers."

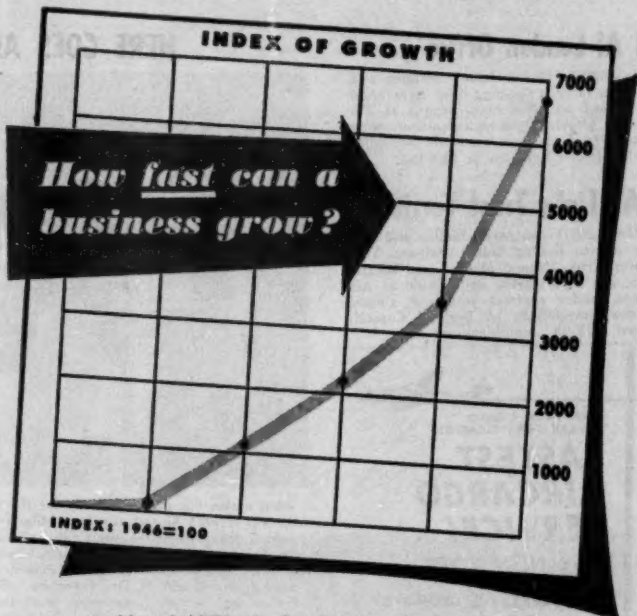
## 3rd Connie for El Al

NEW YORK—El Al Israeli Airlines' transport fleet expanded once more with the addition of its third luxury Constellation. This big plane will be placed in the airline's transatlantic service immediately.

Manned by experienced American pilots, the Connies operate twice weekly between New York and Tel Aviv, via London and Athens. Fortnightly, the planes fly through to Nairobi and Johannesburg.

## ANA Hauls Rubber, Seed

SYDNEY, AUSTRALIA—Carrying 15,000 pounds of rubber urgently needed by the Marathon Rubber Company, Christchurch, New Zealand, an Australian National Airways Skymaster recently made overnight delivery to keep the production line from closing down. On the return haul, the plane flew New Zealand clover seed for Autumn sowing in Australia.



... and how big? That's what American business leaders wonder when they look at this five year growth chart of Emery Air Freight Corporation.

For this Emery business-curve represents the fastest growth of any business in the history of transportation—an increase of over 65 fold since the company was founded!

It all started back in World War II—when Emery scrapped tradition and devised a wholly new system of door-to-door shipping which offered:

1. Instant, flexible access to every channel of transportation.
2. Coordination of all air schedules with all surface transportation.
3. Immediate transfers at junctions.
4. Constant communication to report and circumvent bottlenecks.
5. Personalized attention to every shipment all the way.

Here was a brand new approach to air express and freight movement based upon obtaining the full potential of the finest airlines and planes in the World.

These are the reasons why the ceiling for Emery's business-curve seems to be unlimited... why "The World's Fastest Transportation Service" continues to gain altitude so fast... why Emery is the one transportation service fully qualified by technique and experience to play such a vital role during the current national emergency.



## EMERY AIR FREIGHT CORPORATION

General Office: 801 Second Avenue, New York 17, ORegon 9-1020

Offices in Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Dayton, Detroit, Hartford, Indianapolis, Kansas City, Los Angeles, Milwaukee, Minneapolis-St. Paul, Newark, Philadelphia, Pittsburgh, Rochester, St. Louis, San Francisco-Oakland, Syracuse, Washington, D. C.

Agents in all other major cities and towns in the U.S.A.



## El Al London Office

LONDON—El Al Israel Airlines and Shoham (Israeli shipping line) have jointly opened an office here, located at 295 Regent Street. Opening ceremonies were headed by J. A. Bria, economic counsellor to the Israeli Legation in Britain.

## TAL Links Trust Territory

OAKLAND—An aerial lifeline and supply service linking Guam, Saipan, Yap, Koror, Truk, Ponape, Majuro, and Kwajalein, has been started by Transocean Air Lines, under contract with the United States Government. A fleet of Consolidated PBV-5A amphibians are used.

SEND YOUR CARGO  
VIA LAY CONSTELLATION

**FASTEST  
AIRCARGO  
SERVICE!**

From NEW YORK

**5 hours NON-STOP**

**to HAVANA**

**7½ hours NON-STOP**

**to CARACAS**

Also direct flights to  
LIMA, PERU.

Daily flights except Monday  
... Only One Airwaybill

Domestic Service to all points in  
Venezuela

For information and pickup, phone  
Olympia 4-5455 or write LAY, 781  
Fifth Avenue, N. Y. 22, N. Y.



**LINEA AEROPOSTAL VENEZOLANA**

THE VENEZUELAN AIRLINE

WINNER 1958 INTER-AMERICAN AVIATION  
SAFETY AWARD

*When time means money*



**SAVE TIME WITH SPEEDBIRD  
AIR CARGO SERVICE**

Fast B.O.A.C. Speedbirds fly air cargo to major countries  
and cities around the world—with one Air Waybill all  
the way! And B.O.A.C. offers—

Fast, dependable flight schedules, skilled  
air cargo handling, insurance and re-  
forwarding services.

Consult your broker or contact  
B.O.A.C. direct at 342 Madison  
Ave., New York City 17.  
MUrray Hill 7-8900.

**B.O.A.C.**

BRITISH OVERSEAS AIRWAYS CORPORATION

## HERE GOES ANOTHER FIRST!



What makes this picture news is not the Slick Airways DC-6A in the background, nor the wet Newark Airport, nor Jerry Miles (right), Slick's Eastern Division manager. The news is that here is the world's first sizable air shipment of cortisone preparation for treatment of eye diseases. Manufactured by Schering Corporation, Bloomfield, New Jersey, 1,000 cartons of this cortisone drug, containing 6,000 vials, were flown overnight from Newark to San Francisco. George C. Strayer, manager of Schering's Professional Service Department is at the left; and Herman W. Leitzow, domestic sales manager, is in the center. Distribution was accomplished in least possible time.

## Riddle Seeks to Buy U. S.

WASHINGTON, D. C.—The suspension of U. S. Airlines' freight certificate has been requested by Riddle Aviation Company, and at the same time has asked a similar certificate for itself. Riddle has indicated its willingness to purchase U. S.

Meanwhile, Riddle has called for an investigation of the new plan to finance U. S. This would turn control of the airline to a New York industrialist, Charles B. Ripley.

## BOAC to Santiago de Cuba

NEW YORK—Cuba's second largest city—Santiago de Cuba—has been added to the ports of call of British Overseas Airways Corporation. It now is an intermediate stop on BOAC's weekly Nassau-Kingston service which the airline operates with DC-3s chartered from Bahamas Airways.

## 60 Tons Nylon Yarn Flown

SAO PAULO—Pan American World Airways has seen to it that milady in Sao Paulo, Brazil, is not without nylon stockings. Consigned to Industrias Brasileira de Meias Ruaxauier de Toledo, Pan Am flew the yarn from New York to San Juan in small quantities, at which point the shipments were consolidated to make seven full plane loads—120,000 pounds of sheer thread. Shipper was Schwaback and Company, New York.

## Air France in Capital

WASHINGTON, D. C.—A new office has been opened here by Air France, located at 1518 K Street, N. W. Guests at the formal opening included important diplomatic, Congressional, military, and journalistic figures. Guests of honor were French Ambassador Henri Bonnet and Madame Bonnet.

## Seaboard Sets Record

NEW YORK—Lifting 16,616 pounds of automotive and construction machinery parts, consigned to Atlas Constructors in North Africa, Seaboard and Western Airlines recently set claim to having transported the heaviest freight load over the North Atlantic. The S&W SC-4 flew via Gander and the Azores.

## USAF Gets its First KC-97E

SEATTLE—The first Boeing Strato-freighter designed for conversion into a cargo carrier, troop carrier, tanker aircraft, or hospital plane—designated by the United States Air Force as the KC-97E—has been delivered to the Strategic Air Command.



## ASTTI Conference-Seminar

(Continued from Page 11)

Walter Mullady. Reservations should be mailed to K. H. Jamieson, secretary-treasurer of the organization, at P. O. Box 875, Rochester 4, New York. The society's Chicago office is at 20 East Jackson Boulevard.

Following is the official program:

### Thursday, Sept. 13

9:00 a.m.—Registration.  
10:00 a.m.—Conference convenes with call to order by C. H. Vayo.  
Conference is welcomed by J. Roscoe Miller, president of Northwestern University.  
Address by C. H. Vayo.  
Panel on Transportation Revenues and Freight Claims.

Moderator: Robert J. Bayer, Editor, *Traffic World* (introduced by C. H. Vayo).

Panel Members: Arthur H. Schwietert, director of traffic, Chicago Association of Commerce and Industry, and general chairman, National Management Committee for April Perfect Shipping Month; J. R. Matthews, chairman, National Freight Claim Council, American Trucking Associations, Inc.; Heber Smith, chairman, Freight Claim Division, Association of American Railroads.

12:00 noon—Luncheon (N. U. Cafeteria).  
Presiding: Stanley Berge.  
Toastmaster: Dr. G. Lloyd Wilson.  
Speaker: Dr. Weldon Gibson, Jr., chairman, Industrial and Economics Section, Stanford Research Institute.

Subject: Function of Research in Transportation.

2:00 p.m.—Panel on Carrier Rates and Services.

Moderator: Herschel A. Hollopeter, director of transportation, Indiana State Chamber of Commerce (introduced by C. H. Vayo).

Panel Members: Robert S. Henry, vice president of public relations, Association of American Railroads; Leland James, president, American Trucking Associations, and president, Consolidated Freight Ways, Inc., Portland, Ore.; William G. Oliphant, general traffic manager, Federal Barge Lines, St. Louis; W. H. Johnston, Jr., secretary and assistant to president, American Airlines; Earl B. Smith,

vice president, General Mills, Inc., Minneapolis. Following panel, a paper and discussion on traffic education and training in Great Britain by W. H. Stebbings, Esq., examinations officer, Institute of Transport and Transport Education in Great Britain.

5:00 p.m.—Adjourn.  
7:30 p.m.—Annual Banquet, Grand Ballroom, Palmer House.

Call to order by C. H. Vayo.  
Presiding: Walter Mullady.

Toastmaster: E. G. Plowman.

Speaker: Duke W. Bentzel, Under-Secretary of Commerce for Transportation.

Subject: National Coordination of Transportation.

### Friday, Sept. 14

9:30 a.m.—Call to order by C. H. Vayo.  
Panel on Transportation and National Defense.

Moderator: E. G. Plowman, vice president—traffic, U. S. Steel Company, Pittsburgh.

Panel Members: Kenneth H. Vose, director of military traffic service, Department of Defense, Washington, D. C.; W. E. Rainville, Jr., executive assistant, Defense Transport Administration, Washington, D. C.; Dr. Beatrice Atchison, transportation economist, Bureau of Transport Economics, Interstate Commerce Commission, Washington, D. C.; William E. Haygarth, director, Traffic Management Division, Federal Supply Services, Washington, D. C.

11:30 a.m.—Following the panel a talk on *Education for Traffic Management* by E. C. Morgan, vice president, Branch Motor Express Company, New York, and national president, Delta Nu Alpha Transportation Fraternity.

1:30 p.m.—Luncheon, Red Lacquer Room, Palmer House, under auspices of the Traffic Club of Chicago.

Presiding: Arthur P. Murphy.  
Toastmaster: H. H. Staley, vice president—transportation, Quaker Oats Company.

Speaker: Kenneth H. Burgress, president, Board of Trustees, Northwestern University.

3:00 p.m.—Annual meeting and election of officers of the American Society of Traffic and Transportation, Inc., followed by a meeting of the board of directors. Members and friends are invited.

Have You Read

## BOXCARS IN THE SKY

*Air Cargo Insurance*



BOHNS STRATFORDSIGHT

WHEN air cargo moves at three miles a minute—and every minute means money—then air cargo insurance service must move at the speed of flight, too.

But, as in aviation itself, speed and precision in insurance service require years and years of practical experience and a world of knowledge. And a mind open to change!

That is why our policies, which protect shipments everywhere, are not only firmly based on sound insurance principles—but are kept in step with rapidly changing air transportation developments at all times.

Let us aid you in maintaining proper air cargo coverage for your clients.

ESTABLISHED 1881

**WM. H. MCGEE & CO., INC.**

111 John Street

New York 7, N. Y.

SERVICE OFFICES

BALTIMORE • BOSTON • CHICAGO • COLUMBUS, O. • DALLAS • HOUSTON • LOS ANGELES  
MONTREAL • NEW ORLEANS • PHILADELPHIA • SAN FRANCISCO • SEATTLE • TAMPA • TORONTO

DO YOU WANT YOUR  
**AIR SHIPMENTS**  
to  
**CARACAS**

**Faster**  
and  
**Save \$\$**

USE

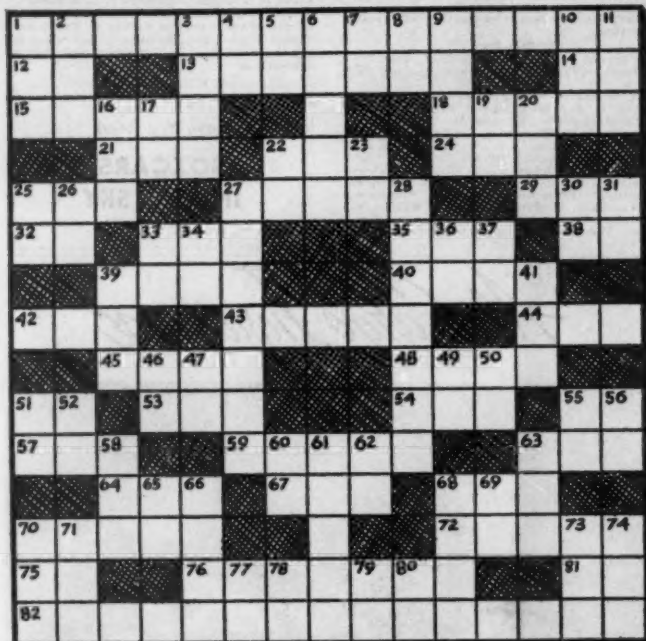


**Daily Direct Service**  
**Speed • Accuracy**  
**MERCADER, INC.**

90 Pine St., New York City  
Digby 4-9680

M.I.A.D. Bldg., 23, Miami Int'l Airport  
Tel.: 86-6544

# Air Transportation CROSSWORD PUZZLE



## AIR FREIGHT FORWARDERS

**SLICK AIRWAYS** took the bull by the horns and opened its doors at Idlewild to a large list of foreign freight forwarders. Leading the affair and playing host was Gerow (Jerry) F. Miles, Eastern Division manager. It was at this party that Miles announced Whitney Bowles' switch from Slick to SAS, with the latter succeeding as international representative by Edward L. Scott, Jr.

► **Air Express International Agency, Inc.**, helped celebrate Haiti's Army Day last month. Its participation was in the form of a large anniversary birthday cake, replete with Haitian and American flags (load, of course), which AEIA forwarded to Port au Prince. Consignee was General Antoine Levelt, Haitian Army Chief. Quite a switch from another recent shipment which consisted of a houseful of furniture (see August issue).

Announcement is made of the appointment of Frederick Hayes as manager of the company's office at Newark Airport. He was formerly associated with the International Harvester Export Company. Headquarters address of AEIA: 44 Whitehall Street, New York.

## New Tiger Schedules

**BURBANK**—Direct service between a group of Atlantic Coast and Midwest points, and West Coast and Midwest points, eliminating the New York and Los Angeles transfers, was announced recently by George T. Cussen, vice president-traffic of the Flying Tiger Line. The modification of the air freight line's additional C-46s has permitted the Tigers to improve its service to shippers.

## All for a Clean Shirt

**SEATTLE**—Every week, approximately 800 men's dirty shirts are flown here from Anchorage, Alaska, for laundering. Northwest Airlines, which plays the part of laundry truck, says that the reason for the 1,500-mile (each way) shirt lift is that there is "no clear water at times, and ironers who haven't their hearts in their work." Cost per shirt: 55¢.

## Short One Man

**CLEVELAND**—"Delay due to loading lion and short one man."

That's how the Cleveland station of the Flying Tiger Line explained via teletype a delayed departure which involved the loading of an MGM lion, Fearless Fagan. Eyebrows lifted all over the FTL network, but the situation eventually righted itself. The missing man had the night off.

## ACROSS

1. It used to be known as National Airways Freight Corporation (3 words)
12. Engineering degree
13. Canine (var.)
14. One
15. Served by PAA, BOAC, etc.
16. Alter
17. Maid (colloc.)
18. — American Airways
19. Transpacific air carrier (abb.)
20. Tariff designation for Washington, D. C.
21. Made more comfortable
22. — Air
23. Airlines' competitor (abb.)
24. Hearing organ
25. — France
26. The Big —
27. It is controlled by a steamship company
28. Quantity of paper
29. British airline (abb.)
30. All-freight airline
31. Commercial aviation's counterpart of the IOC
32. Where the sarong is worn
33. Female name
34. State (abb.)
35. Put on
36. Male name
37. Bone
38. International system representing three airlines (abb.)
39. Entrances
40. It operates many Constellations
41. India (post.)
42. Rustic name
43. — Feron
44. — Aeris Italiana
45. Netherlands West Indies point served by KLM
46. Not out
47. One who detests
48. Past (suffix)
49. One of the air carriers' Big Four (3 words)

## DOWN

1. Gave food
2. Immortal general
3. Brad
4. Soldier
5. Printer's term
6. Pagan gods
7. Delta's headquarters state (abb.)
8. Spanish article
9. Harvest
10. Female name
11. Terminate
12. Tariff designation for La Guardia Airport
13. Exclamation of joy
14. Parent
15. Tariff designation for El Paso
16. It sold its overseas company to PAA (abb.)
17. French article
18. M. D.
19. —, —, Smith
20. Leaving no trace
21. Deprives of light
22. Is
23. Negative
24. Each (abb.)
25. Electric current
26. That is (Lat. abb.)
27. Sun god
28. Flag
29. Mid-country airline (abb.)
30. — lib
31. — and behold!
32. From (prefix)
33. Sister state of No. 51 across
34. Transoceanic competitor of the airlines (abb.)
35. Important representative of the law (abb.)
36. Exclamation of pain
37. Panagra serves that continent (abb.)
38. Moral tresspass
39. El —
40. Outer coat of a seed
41. Printer's measure
42. Greek letter
43. Compass point
44. Proofreader's instruction
45. British title
46. Tariff designation for Vancouver
47. United Nations official
48. — Claire
49. Insect
50. Paid notions
51. Correlative
52. Pertaining to (suffix)
53. Greeting
54. Sound of hesitation

(Answers in Next Month's Issue)

## Building New Flying Boxcar

**HAGERSTOWN MARYLAND**—A revised model *Flying Boxcar*, known as the C-119 H, is being built by the Fairchild Aircraft Division. Flight tests are expected early next year. The new model is expected to be able to take off and land in shorter distances and carry greater loads (25,000 pounds for 1,500 miles).

## NEW EQUIPMENT

### FOR THE *Shipper & Carrier*

**BETTER PACKAGES, INC.:** A new two-speed pressure tape dispenser—Big Inch No. 20—has been introduced by this company. It will dispense measured lengths of all types of industrial tapes, in widths up to two inches. According to Better Packages, the dispenser is "designed for production-line operations," aided by a long, easy-to-pull feed crank which does away with "fighting the pull of high-tack tapes." Leverage does the necessary job "with only a fraction of the pull on the feed crank." Each model is provided with an extra set of gears which gives choice of long or short strip feed. Its two-column measuring scale gives correct length settings for long or short strips. A new patented dispensing principle does away with the extreme curling of certain tapes which occurs with some dispensers.

► **Acme Steel Company:** A new light-weight tool designed to cut flat steel strapping up to  $\frac{3}{4}$ " x .035" with minimum effort, has been introduced by the com-



Acme E14AO Strap Cutter

pany. Among the features of the E14AO Strap Cutter is a hand guide which prevents straps from wedging sideways between the blades. A flat lower blade permits easy insertion beneath tensioned straps on bales, bundles, and cartons.

► **Barrett-Cravens Company:** The



Hi-Lift Electric Tilting Fork Lift

company has supplemented its Power Ox line by four new Hi-Lift electric trucks. Retaining the basic characteristics of the Power Ox—the walking operator, electric lift and travel, easy control of all movements, compactness, and short turning radius. (1) The Hi-Lift Telescopic Tilting Fork Lift Truck has been developed for "the speedy and economical movement and stacking of pallet, skid, and box loads." Total lift is 124 inches. Capacity is 2,000

pounds with 24-inch load center. (2) The Hi-Lift Non-Tilt Forks Truck is for "operations where its fork elevation of 61 $\frac{3}{4}$  inches is adequate and tilting is not required." Capacity is 2,000 pounds, with 24-inch load center. (3) The Hi-Lift Straddle-Type Fork Truck has a lifting height of 68 inches. Capacity is 4,000 pounds, up to 30-inch load center. (4) The Power Ox Hi-Lift Platform Truck is "designed to reduce the cost of lifting, moving, and stacking skid and box loads." Platform elevation is 72 $\frac{1}{2}$  inches; capacity, 4,000 pounds.

► **Raymond Corporation:** Both single and double-face pallets are handled by the SpaceMaker Low-Lift, which was designed "to speed up handling by en-

(Continued on Page 19)



SpaceMaker Low-Lift

## FREIGHT TRAFFIC MANAGEMENT

Home Study & Resident Courses



### RESIDENT CLASSES

- Hartford
- Bridgeport
- Trenton
- Rochester
- Baltimore
- New Haven
- Buffalo
- Erie
- Baltimore

For Information Write Our New York Office

AN UNCROWDED FIELD THAT OFFERS YOU A FUTURE  
Practical training as well as theory—by capable men daily engaged in Traffic Management. Excellent job opportunities. Courses: General, Advanced, Air Cargo, Export and Import, Motor Carrier, I.C.C. Practitioner.

WRITE TODAY FOR FREE BOOKLET Y  
33rd year Veterans' Inquiries Invited

## TRAFFIC MANAGERS INSTITUTE

CENTRAL OFFICE: 188 Madison Street, New York City  
BRANCH OFFICES: 294 Washington Street, Boston, Mass.; 15 South 18th Street, Philadelphia, Pa.

## FAST, DAILY AIR CARGO SERVICE TO MIAMI \* TAMPA NEW ORLEANS

... and 29 other cities on the  
Eastern Seaboard and Gulf Coast

THE ONLY  
DAILY SCHEDULED  
AIR CARGO  
SERVICE

NEW YORK

HAVANA!

Via DC-6

CALL MU 2-4200

(in New York)  
or your freight  
forwarder

—Airline of the Stars—

NATIONAL Airlines

## WORLD-WIDE SHIPPING



### INTERNATIONAL AIR FREIGHT FORWARDERS

Recognized by  
International Air Transport  
Association

### FOREIGN FREIGHT FORWARDERS

(Forwarders FMB No. 793)

### CUSTOM HOUSE BROKERS

### PACKING SPECIALISTS

### ROHNER, GEHRIG & CO., INC.

15 MOORE STREET  
NEW YORK 14, N. Y.  
CABLES "ROHGEHRIG"

Telephones: BOwling Green 9-6350  
(20 lines)

#### Idlewild

AIRPORT OFFICE  
141-34 Rockaway Boulevard  
South Ozone Park, N. Y.

Phones: JAmAica 9-5188-89

**Consult Us About Your  
Shipping Problems**



## Mr. A. Tee Presents FACTS and FIGURES

**AIR EXPRESS DIVISION, REA:**  
During the first half of the year, shipments handled rose 13.3 percent—2,264,801 shipments, as compared with 1,998,139 shipments during the same period in 1950. Gross revenues went up 63.1 percent. Average weight was put at about 29 pounds per shipment, bringing total weight for the half-year to 65,779,229 pounds, showing a similar increase of 63.1 percent.

**British Overseas Airways Corporation:** June freight record (New York-London) shows that 151,061 pounds were handled, in contrast to 123,406 pounds in May, the previous peak month. Of the total transatlantic traffic, 92,096 pounds represented Eastbound cargo.

**Flying Tiger Line:** Gross revenues for the 1950-51 fiscal year have been estimated as better than \$18,000,000. Estimated profit before taxes is \$2,500,000.

**Mid-Continent Airlines:** Air freight business reached a new high in May, topping the last peak month (December, 1950) by 11 percent. Although freight revenue was 44 percent above the same month last year, the number of shipments was only 18 percent greater, indicating a trend toward heavier units.

**Northwest Airlines:** New freight highs for NWA. Revenues through May

were \$1,418,000, as against \$1,145,000 in the comparable period of 1950.

**Pan American World Airways:** International cargo through the Miami gateway, during the first six months, smashed the previous high mark for the period set last year, exceeding it by 36 per cent. (This in contrast to the passenger increase of 14 percent.) Shipments total 11,276,280 pounds, as against 7,426,779 pounds. Exports to Latin America comprised the lion's share of the traffic—9,852,704 pounds.

**Seaboard and Western Airlines:** Another record broken by S&W! Flying 14,012,000 ton-miles during January-June, it put into the pale the record 9,565,000 ton-miles flown during the whole of 1950. The new figure is a combination of the air freight carrier's commercial and military-support operations. A total of 5,170,000 pounds was lifted, transported in DC-4s making 530 crossings of the Atlantic and Pacific Oceans. On the commercial transatlantic run, import traffic continued on the rise, showing an increase of 70 per cent over the same period a year ago.

**United Air Lines:** The first half found United displaying an increase of 41 per cent in express ton-miles; a rise of 40 per cent in mail ton-miles; and a decrease of 5½ per cent in freight ton-miles.

**"Airlift"**  
your freight  
by Seaboard & Western  
**"Air Traders"**  
to Europe and  
the Middle East

**SEABOARD & WESTERN AIRLINES INC.**  
80 Broad St., New York 4, N. Y. • Phone WHitehall 3-1500 • Cable SEATERNAIR





**AIR FRANCE:** Henri J. Lesieur, general manager of the North American and Caribbean Division, awarded the coveted Médaille de l'Aéronautique.

**American Airlines:** Carlene Roberts, elected vice president of the company—the first of her sex to attain that position in the aviation industry.

**California Eastern Airways:** Robert E. Caskey, vice president, elected a director of the company . . . Fred W. Caton, operations manager, named vice president-operations . . . Neil Berboth appointed vice president-research and planning, in addition to his duties as secretary.

**Chicago and Southern Air Lines:** John J. Shad appointed general sales manager . . . Joseph W. Meyer takes over as general traffic manager . . . George E. Shedd named manager of domestic and international agency and interline sales.

**Continental Air Lines:** Clifford R. Kampath and Marvin L. Heldt appointed district traffic and sales managers at the respective cities of Tulsa and Oklahoma City.

**Douglas Aircraft Company, Inc.:** New manager of advertising is O. B. Marble . . . Assistant manager of advertising is C. J. D. Miller.

**Northwest Airlines:** Popular James W. Mariner, well-known cargo executive, has been upped to the post of general sales manager . . . Charles R. Husey named manager of agency sales . . . William M. Hansen now operating as manager of international sales . . . David H. Newton elevated to manager of sales promotion.

**Pan American World Airways:** Russell B. Adams elected a vice president . . . Ernest S. Hawkinson back again with the company as district manager in Caracas . . . Malcolm B. Heckathorne named station manager at Houston.

**Philippine Air Lines:** Colonel B. L. Anderson, one of America's wartime guerrilla leaders in the Philippines, promoted to vice president.

**Trans-Texas Airways:** Cliff M. Ewens advanced to general traffic and sales manager . . . W. W. Blanton now heading advertising and public relations.

**United Air Lines:** William Holcombe named district cargo representative at San Francisco.

**Western Air Lines:** William A. Fleming appointed publications manager.

## New Equipment

(Continued from Page 17)

abling the operator to ride while picking up and delivering unit loads." Slowdowns that occur with powered, walkie-type hand trucks are eliminated. Traveling speed of the Low-Lift is up to five miles per hour when carrying a 4,000-pound load; empty, it is a mile per hour faster. This model is being offered with a carrying frame 30 to 60 inches in length and 24, 27 or 30 inches in width. Overall length of the power unit and riding areas combined is 28 inches. Forks are 9½ inches wide, and may be elevated from 3¼ inches to 7¼ inches.

## BARR SERVICE

Over Thirty-Five Years  
of Continuous Service  
to the Export Trade

FORWARDERS FMB No. 422

INTERNATIONAL  
SHIPPING AGENTS

CUSTOMS AND  
FREIGHT BROKERS

INSURANCE

BARR  
SHIPPING COMPANY

HARRY K. BARR, President

25 Broadway  
New York 4, N. Y.

Tel. MA 3-5290  
Cable: BARRSHIPCO

## FAST • CAREFUL • DIRECT

*Air cargo service to*

ALL EUROPE  
THE NEAR EAST  
THE BELGIAN CONGO  
SOUTH AFRICA

VIA

**SABENA**  
BELGIAN AIRLINES

Over a Quarter of a Century of INTERNATIONAL AIRLINE SERVICE ASSURES YOU EXPERT, SAFE, SURE DELIVERY OF YOUR SHIPMENTS TO ANY POINT ON SABENA'S 34,000-MILE SYSTEM, REACHING

Belgium	Italy	Sweden	Czechoslovakia
Switzerland	Germany	Greece	Israel
France	Holland	Spain	Belgian Congo
England	Denmark	Portugal	South Africa
	Norway	Poland	

For Full Information on Air Cargo Service to ANYWHERE IN THE WORLD, consult your Broker, or

**SABENA BELGIAN AIRLINES**  
422 Madison Ave., New York 17  
FLExa 3-1800

208 S. LaSalle St., Chicago 4; FRanklin 2-3870  
323 Geary St., San Francisco 2; YUkon 2-6922  
6022 Wilshire Blvd., Los Angeles 36; WEbster 3-7733  
235 Lincoln Road, Miami Beach; MIami 58-5811  
1317 Praetorian Bldg., Dallas 1; PRospect 4772



*The World Airlines with  
The Extra Margin of Experience*

### BRAUNER & CO.

Foreign Freight Forwarders  
& Customs Brokers

FORWARDERS FMB No. 394

Recognized by:  
International Air Transport Association  
24 State Street, New York 4, N. Y.  
Phone: DIgby 8-3475

### ABC AIR FREIGHT CO., INC.

Domestic Air Forwarders  
Door-to-door Overnight Service  
New York to  
CHICAGO—DETROIT—CLEVELAND  
and all principal cities in  
U.S.A.

Also CHARTER SERVICE  
485 W. 37th St., New York  
BYrman 9-5340







The numbered paragraphs below correspond with the numbers appearing in the coupon on this page. To order one or more pieces of literature, or other types of material, at absolutely no charge to you or your firm, just encircle the corresponding number in the coupon, fill in the required information, and mail it in. Air Transportation will do the rest of the job.

**1** A helpful Safety Kit which contains a number of interior plant posters to caution truck operators, such as *Blind Corners Traffic Crossings*, *Low Head Room*, etc. Also included are cartoon posters emphasizing safe fork-lift operation, as well as an Operator's Guide.

**2** Handy little chart which gives air parcel post rates for all eight postal zones in the United States.

**3** *Speed . . . in Photo and Fact*, another of the interesting booklets depicting the particular values of air express.

**4** 24-page catalog in color illustrating the new line of Barrett hand lift trucks. Well illustrated.

**5** Pictorial progress during 50 years in the life of the American Box Company, manufacturers of wooden and wire-bound boxes and crates.

**6** Sample back number of the *American Import & Export Bulletin*, giving news of developments in the foreign trade industry. Covers Customs, Commerce,

Agriculture, Treasury, and State Departments thoroughly. Reports on changes in laws, rules, regulations, etc.

**7** *Special Engineering*—an illustrated booklet for industrial users of lift trucks who are faced with unusually difficult handling problems.

**8** A handsome, eight-inch, plastic rule, also showing the metric scale on the reverse side. This is offered by a well-known freight forwarding firm. If you want more than one, please specify on coupon.

**9** Here's a handy gadget being distributed by a prominent freight forwarding firm. It's a combination key ring and auto license holder which fits neatly into your pocket.

**10** Descriptive booklet which outlines the services of Frontier Airlines in the "Rocky Mountain Empire."

**11** A 28-page booklet providing all the questions and answers on the Controlled Materials Plan of the Government. Covers inventory and inventory ad-

justment, authorized production scheduled and allotments, forms and applications, repair and replacement parts, warehouses and distributors, etc.

**12** An eight-page booklet, designed as a take-off on that midsize magazine, *Quick*, which tells the story of air express in graphic terms.

**13** 44-page catalog of materials handling equipment produced by the Yale and Towne Manufacturing Company. Profusely illustrated.

**14** Literature describing a new-type gummed tape dispenser which is operated like a telephone dial, measuring and cutting the tape accurately while moistening it.

**15** A new 22-minute film, *Top Performance*, is available on loan from one of the outstanding manufacturers of materials handling equipment. Shows how the application of industrial trucks and hoists saves time and money.

**16** *Units of Weight and Measure, Definitions, and Tables of Equivalents*—a valuable 68-page book for all shippers. Handsomely put up with leatherette cover.

**17** *Wings of Progress*—the story of the first quarter-century of United Air Lines. Includes historic photos.

**18** An attractive and valuable wall chart in color, showing the proper procedures in storing gummed tape, the use of automatic dispensers, and the application of gummed tape. Should be on the walls of all shipping departments. Illustrations tell the story in a glance.

**19** *What Every Shipper Should Know*, a 24-page, fully illustrated manual devoted to proper packaging with sealing tape. Includes directions for sealing various types of packages—telescope cartons, soft-wraps, irregular shapes, etc. Also contains essential excerpts of regulations covering parcel post, railway express, air express, and motor carrier.

**20** A complete directory of all Railway Express Agency offices which provide air express service. Offices are listed alphabetically to facilitate detection.

**21** If you're a shipper you'll like this gadget. It's a dial-type estimator which places air express rates at your fingertips. How many does your office require?

**22** General information and air freight rates of British Overseas Airways Corporation. Includes such information as charges for Customs clearance formalities in the United Kingdom, transshipment charges, prohibited articles, etc.

**23** 1951-52 edition of the *Missouri Airport Directory*. Contains an aerial photograph of every airport in the state open to public use, as well as pertinent information. .00 pages.

**24** A job study showing how an Albany manufacturer of cleaning products increased plant capacity 400% with a carefully planned integrated handling system.

#### MAIL THIS COUPON TODAY

SPECIAL SERVICE DEPARTMENT

19-3

AIR TRANSPORTATION

10 Bridge Street, New York 4, N. Y.

Gentlemen:

Please send the free literature indicated below to the following:

NAME .....

TITLE .....

FIRM .....

ADDRESS .....

CITY ..... ZONE ..... STATE .....

1	2	3	4	5	6	7	8	9	10	11	12
13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	32	33	34	35	36
37	■	39	40	41	■	43	■	■	■	■	■

Please encircle your selection.

25 *Off the Cuff*, an informational magazine produced by a leading manufacturer of materials handling equipment. Well illustrated.

26 Descriptive brochure on the brand new book, *Boxcars in the Sky*, which tells the thrilling story of commercial and military air cargo, from A to Z. This volume is the first of its kind published anywhere.

27 *Travelers' Facts About South America*—for the green visitor to the southern continent who requires all types of information concerning the various countries and how to prepare for his trip. The business air traveler will find this 28-page booklet valuable.

28 *Your Foreign Shipping Handbook*, a descriptive booklet, in color, issued by the Foreign Traffic Department of American Express. Introduces in graphic form the various services of the company's international shipping setup.

29 Here's a handy pocket-size weight converter, which will translate kilograms into pounds, and pounds into kilograms. Don't forget that some countries figure their weight in kilos. You'll make use of this.

30 *Gourmet Guide to Good Living in South America*—a 55-page booklet which presents the business air traveler with all the necessary know-how relating to foods, restaurants, hotels, clubs, etc.

31 *What to Expect from Wirebonds*—an attractive booklet which presents the construction principles of wire-bound boxes and crates. Includes 24 case studies.

32 *The Picture Book for Parcel Post Shippers*—an illustrated booklet explaining economies in metered parcels.

33 TWA's *Air Freights Fact File*, which includes route map, air freight office phones, rates, etc.

34 A new color film on Israel is available to an organization or group desiring to show it at a meeting or get-together. Depicts social, economic, religious, and historic aspects. Twenty-five minutes long.

35 Latest issue of *Industrial Review* which highlights the advantages gained through the use of a certain specialized packing tape.

36 Latest issue of a valuable magazine which includes many useful tips on the use of steel strapping in packaging shipments. Well illustrated.

37 A chart showing step-by-step instructions for sealing Vs and W cartons with tape to meet Government specifications. Ten steps are depicted. Includes sealing a carton's innerliner and outer seams, and covering and protecting carton labels. A handy reference.

39 *Peggy and Mado*, an unusual comic-type booklet which does a

terrific job explaining how a four-week vacation can be spent in France.

40 United Air Lines' latest air freight folder which shows how to "streamline your manufacturing, distributing, retailing" via its service.

41 Latest issue of *Handling Materials Illustrated* which offers actual case histories to those who are engaged in the handling of various types of shipments.

43 Here's the very latest issue of the New York State Airport Map and Directory. This is a revision of the last map offered in these columns.

hours

DOLLARS

faster

CHEAPER

**Slick**

 **airways inc.**

## Only daily DC-6 air cargo service to South America



● Inquire about Panagra's low cargo rates... they're lower than you may think! Daily cargo service via 300-mile-an-hour DC-6's... only overnight from Miami to Buenos Aires. Speed large or small shipments to Panama\*, Colombia, Ecuador, Peru, Bolivia, Brazil, Chile, Argentina. Call Panagra's U. S. Sales Agents, Pan American World Airways, your Freight Forwarder or write Cargo Dept., Panagra, Chrysler Bldg., New York 17.

\*Between Miami and Panama, over the routes of Pan American World Airways.

# Panagra

Pan American Grace Airways, Inc.

Backed by 22 years of flying experience in South America

# Comparison of Shipping Costs: Surface versus Air

Commodity: Aluminum Ware From Chicago to Havana	Total Number Units	Total Value \$240.00	Value per Unit																								
<table border="0"> <tr> <th colspan="2">SURFACE</th> <th colspan="2">AIR</th> </tr> <tr> <td>Weight 546 Lbs.</td> <td>Weight 546 Lbs.</td> <td>Weight 546 Lbs.</td> <td></td> </tr> <tr> <td>Volume 90 Cu. Ft.</td> <td>Volume 90 Cu. Ft.</td> <td>Volume 693 Lbs.</td> <td></td> </tr> <tr> <td>— (Export packed)</td> <td>— (Export packed)</td> <td>(Domestic packed)</td> <td></td> </tr> <tr> <td>None</td> <td>None</td> <td>100 lb. rate</td> <td>3300 lb. rate</td> </tr> <tr> <td></td> <td></td> <td>\$ .18</td> <td>\$ .18</td> </tr> </table>				SURFACE		AIR		Weight 546 Lbs.	Weight 546 Lbs.	Weight 546 Lbs.		Volume 90 Cu. Ft.	Volume 90 Cu. Ft.	Volume 693 Lbs.		— (Export packed)	— (Export packed)	(Domestic packed)		None	None	100 lb. rate	3300 lb. rate			\$ .18	\$ .18
SURFACE		AIR																									
Weight 546 Lbs.	Weight 546 Lbs.	Weight 546 Lbs.																									
Volume 90 Cu. Ft.	Volume 90 Cu. Ft.	Volume 693 Lbs.																									
— (Export packed)	— (Export packed)	(Domestic packed)																									
None	None	100 lb. rate	3300 lb. rate																								
		\$ .18	\$ .18																								
I. Type of Export Packing Used and Cost. (Present rate surface shipments approximately \$.50 cu. ft.)																											
II. Total Insurance Premiums Origin to Final Destination																											
III. Shipping Costs to Port of Embarkation (Specify means of domestic transportation and actual gateway or port)																											
A. Rail	\$ 16.98	\$ 27.63	\$ 27.63																								
B. Air																											
C. Truck	\$ 16.98	\$ 27.63	\$ 27.63																								
IV. Drayage Costs from Terminal at Port of Embarkation to Export Pier	\$ .		\$ 27.63																								
V. Shipping Costs from Port of Embarkation to Debarkation																											
A. Weight or volume charges—50¢ cu. ft. plus 10¢ cwt.	\$ 49.50	\$ 34.65	\$ 27.72																								
B. Ad valorem charges	\$ .55																										
	\$ 50.05	\$ 34.65	\$ 27.72																								
VI. Shipping Costs Port of Debarkation to Market																											
VII. Consular Fees—Brokerage, Etc.																											
A. Consular blanks, stamps, etc.	\$ .																										
B. Miscellaneous charges, including mgr. service	\$ 9.50																										
VIII. Duties Where Based on Gross Weight	\$ 9.50																										
IX. Interest Charges	\$ .																										
X. Other Charges Not Indicated Above	\$ .																										
XI. Total Shipping Costs Factory to Market	\$ 79.03	\$ 62.46	\$ 55.53																								
XII. Shipping Costs Per Unit Factory to Market	\$ .																										
XIII. Total Time in Transit	2 Weeks		7 Days																								

(PREPARED BY PAN AMERICAN WORLD AIRWAYS AS A SERVICE TO SHIPPERS)

# BUSINESS FLIGHT



**If IATA's recommendations are accepted, there'll be less red tape around ...**

● No one likes red tape less than the flying businessman who's champing at the bit. Some years back the International Air Transport Association, official organization of the scheduled international airlines, offered a series of suggestions which would simplify immigration, Customs, health, and other border controls. Fourteen countries have organized special government facilitation committees to devise ways and means of reducing the time-lag. These nations include Australia, Austria, Denmark, Egypt, Finland, Greece, Ireland, the Netherlands, New Zealand, Portugal, Sweden, Union of South Africa, United Kingdom, and the United States. But the countries of South America haven't been doing so well in this direction, and IATA's Facilitation Sub-Committee has expressed the hope that the governments of the southern continent will carry out the provisions of the agreement to which most of them previously subscribed. Maybe the meeting at Buenos Aires, two months from now, will produce the desired result. IATA pointed out that although much improvement has been recorded in the past five years, the situation is hardly ideal. The greatest difficulties are in Latin American areas, it said. These included "unnecessary requirements for Consular visas on aircraft manifests, demands for documentation not needed elsewhere, and arbitrary and unreasonable methods of levying fines." Special commendation was extended to the airport managements at Amsterdam, Copenhagen, London, Paris, and Zurich.

**Business leaders fly 15,000 miles on fact-finding mission to South America ...**

● Several weeks ago 43 capitalists and industrialists from the United States' Motor City—Detroit—utilized the services of Pan American World Airways and affiliates to make a 15,000-mile air tour through South America. They spent 26 days investigating conditions south of the border, meeting bankers, talking with importers and exporters, and consulting with merchants. (Incidentally, did you know that Pan Am has found that the average long-haul air traveler is the businessman?) The airline reports that the Detroiters, "like others before them, were amazed at the economic progress, the prosperity, and the business possibilities they found." It pointed out that various Miami, New Orleans, Houston, and Omaha trade organizations have sent unofficial delegations to inspect conditions in Latin America. "While these group tours make news," says Pan Am, "they only highlight the Latin American travel trend by a growing number of individual North American businessmen—international salesmen who, thanks to the airplane, can cover a vast territory with comparative ease. Now that United States manufacturers and exporters have realized that Latin America is their best foreign customer, they are making up for lost time with redoubled efforts to develop this market of 150,000,000 persons. Leading United States companies are finding it profitable to establish manufacturing, assembly, and distributing branches in Latin America. They include virtually all automobile makers, farm implements manufacturers, pharmaceutical houses, soft drink bottlers, and even department stores." It's a fact. Names like General Motors, Ford, Chrysler, Goodyear, Philco, International Harvester, Coca Cola, Squibb, Singer, have become bywords in Latin America. With business mail, samples, freight moving at tremendous speeds, the business traveler cannot afford to reduce his own speed of transportation.

**Pan Am's President Special provides the necessary for the busy flying executive ...**

● Well, the hard-pressed businessman aboard Pan American World Airways' President Special flights to Paris needn't worry about all that correspondence he simply must get off. No need to wait for the landing at Orly. Pan Am is providing dictation equipment—the first time such equipment has been made available to businessmen on any transatlantic run. (The Paris flight was picked because most businessmen



are destined to that city.) If the experiment comes off successfully, you'll be seeing dictation equipment on other flights. The way it works is: a Gray Audograph allows dictation to be recorded on an unbreakable disc. Upon arrival, it is airmailed back home (New York or Paris, depending on destination). "Miss Smith, take a letter. . ."

### Los Angeles Airways' helicopters flying passengers in the very near future

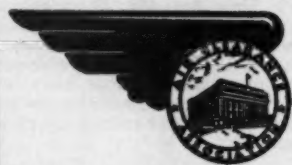
● Since October, 1947, Los Angeles Airways has been hauling mail in the metropolitan area of Los Angeles—the first scheduled helicopter service in the United States. It has been doing well, too. LAA's record of regularity is almost perfect, and its safety record spotless. Now, the Civil Aeronautics Board has authorized the eggbeater-carrier to operate a passenger service between Los Angeles International Airport, Santa Ana, Riverside, San Bernardino, and Pasadena. Included is provision for service to additional points within a 50-mile radius of Los Angeles, subject to the CAB's approval. According to the Board, "the Authorization of helicopter passenger service and extension of the helicopter mail and property service for a full five-year period will be adequate to test Los Angeles Airways' experiment in passenger service, and to permit further development of its property and mail service, and will give the Board an opportunity to review the results of the operations within a reasonable time, especially with respect to the worth of the experiment in terms of cost to the Government." Flying businessmen, who have suffered sad experiences in losing valuable time on surface trips to and from the airport, will take note of this. In the New York area, for example, the surface trip from midtown to La Guardia Airport consumes approximately 45 minutes; a helicopter will do it in less than 10 minutes. A study made several years ago in New England proved that if helicopter service were inaugurated in that area, connecting off-line points with important cities, more than 60% in time could be saved.

### Now Air France names all its Connies "Parisian" . . .

● Used to be a day when Air France had a special Constellation flight called the Parisian. It was—and still is—a swanky flight. But, as announced by Henri J. Lesieur, general manager of the North American-Caribbean Division, all its transatlantic Connies will bear the Parisian tag. But something else has been added: each of the Parisians will bear a distinctive name of its own. The first christening took place in Montreal last month. It was *Ville Lumiere* (City of Light).

### Get a load of those translating TWA hostesses . . .

● Trans World Airlines is making it easier for those traveling businessmen with a knowledge of only one language—presumably their own. These young ladies, each armed with four-language know-how, have been stationed at international terminals to give non-English-speaking passengers a hand. The scuttlebutt is that some of these gals can handle even more than four languages. In answer to the question, "Does TWA supply these exceptional hostesses aboard its planes?" the answer is, "No." Principal duty of the pretty linguists is to assist language-handicapped passengers through immigration, etc.



A clearing house for customs brokers and foreign freight forwarders

IS YOUR BROKER  
A MEMBER?

11 Broadway, New York 4, N. Y.  
MAAnover 2-2376

## AIR CLEARANCE ASSOCIATION, INC.

International air freight specialists

Customs Brokers — Foreign Freight Forwarders

A cooperative organization serving recognized customs brokers, foreign freight forwarders and airlines.

Agents for all principal airlines

MAIN OFFICES

120-08 131st St., S. Ozone Park, N. Y.  
JAMeica 9-4494

P. O. Box 47, LaGuardia Airport  
NEtween 9-4699-4673



### Colombia on your itinerary?

● Panagra reports that Colombia will issue special tourist cards to all friendly countries having diplomatic relations with that nation. Good for 90 days, the cards must be used within 60 days of the date of issue. These cards are being made available at all Colombian Consulates in the United States and Canada. Cost is said to be nominal. Advantages gained from holding the cards include exemption from all requirements except vaccination certificates.

### More seats for Frontier

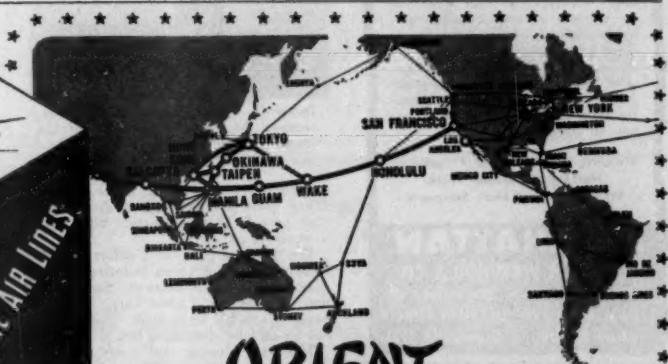
● Most of Frontier Airlines' dozen DC-3s afford 18 seats apiece. But because the carrier's passenger business is booming (cargo, too), it has ordered conversion of all its twin-engined transports to provide 24 seats per plane. Passenger traffic is running from 75% to 100% more than last year.

### Got Hawaii on your mind?

● If the Civil Aeronautics Board agrees, Pan Am will reduce its round-trip fare between the West Coast of the United States and Honolulu to \$216. This would represent a cut of \$72. Effective between October 15 and December 20, it would permit a 16-day stay in Hawaii. The reduced fare would apply from San Francisco, Los Angeles, Seattle, and Portland.

### Those Super Constellations

● There's a lot of talk about the soon-to-come Super Constellations which Lockheed, now has in quantity production (see cover of this issue). According to its manufacturers, the plane will have "the longest passenger cabins in the longest fuselage of any commercial transport airplane." Eastern Air Lines, which has ordered a large fleet of Super Connies, has ordered 88 seats (including seven in a special lounge in the tail) for each aircraft. TWA, another big buyer, is considering 65 seats. No word concerning seating arrangements has been received from Air France and KLM. Generally speaking, the Super Connies will provide an average of approximately 25 seats more than the regular Constellations. Seating plans vary according to whether the transports fly transcontinental, transatlantic, or foreign routes.



SEND ORIENT SHIPMENTS  
BY **PAL AIR CARGO**

★ Fastest to Manila  
★ Direct connections to  
all Orient points

★ Dependable DC-6's  
★ Reliable schedules  
★ Efficient handling



**PHILIPPINE AIR LINES**

NEW YORK • WASHINGTON, D. C. • CHICAGO • LOS ANGELES • SAN FRANCISCO  
HONOLULU • MANILA • HONG KONG • TAIPEI • OKINAWA • TOKYO

# By Air He Covers 5 Stops In 45 Minutes Flying Time, By Car Only 2 Stops in 5 Hours

James C. Thomas is a young man—33, the report says—and he heads the Utility Tool and Die Manufacturing Company, located in Pasadena, California.

Some time ago, the Ryan Aeronautical

Company named him the Flying Businessman of the Month for flying his *Navion* 81 hours during a single month.

Thomas is another one of the countless individuals who learned to fly at the end of World War II. Nor was the company head concerned with how much pleasure flying would give him. There was another, more basic reason: the plane, as a business tool, could help him develop sales for the specialized parts manufactured by Utility Tool and Die.

But it didn't take Thomas too long to discover that his *Navion* could serve as



Every Manhattan packer may not be a scientific master mind . . . but it is a proven fact that he is an expert craftsman. You just can't beat Manhattan for precision packing—scientific lightweight packing that cuts shipping costs—and packing that assures you of the utmost degree of safety. For quicker, safer, more economical service—PLUS Bonded Storage facilities—contact our Mr. Meier at Circle 7-1700. No obligation, of course.

Weighing • Strapping • Labeling  
Marking • Special Cases  
Selling • Spot Stock Shipments

**MANHATTAN**  
STORAGE & WAREHOUSE CO.  
Main Office at • Warehouse at  
52nd St. & 7th Ave. N.Y. Int'l Airport  
Circle 7-1700 Olympia 6-5151



James C. Thomas, seated in his plane, receives the Flying Businessman of the Month Award from Earl D. Prudden, vice president of Ryan Aeronautical.

something else beside a "sales vehicle." When there was an urgent demand for "hot parts," Thomas' aircraft filled in as a small cargo carrier.

For the most part, the California manufacturer shuttles between factories at Glendale, Inglewood, Hawthorne, Santa Monica, El Segundo, Culver City, and Burbank—all in his home state. However, he has flown long distances, too.

Thomas points out that a car trip from

Glendale to Inglewood means more than an hour in transit (two hours in heavy afternoon traffic); in his *Navion*, eight minutes.

When he is "on a diet of shuttle trips between our five major local stops," Thomas makes "the run of them all in only 45 minutes' flying time."

"By car" he says, "we'd be traveling five hours a day in order to make only two of the stops. When the plane saves this much time, you can bet we use it whenever we can—quite often seven days a week."

"Occasionally I'm asked if weather doesn't hold up our flights. The answer is only one day so far this year have we been held up by bad weather. The plane is excellent for customer entertaining, too."

## Air Mail Rate Increase

(Continued from Page 11)

By 80 percent of the air mail, have reduced their rates from approximately 63¢ per ton-mile to 45¢ per ton-mile," he said. "This will result in a saving of \$7,600,000 annually to the Post Office. All other scheduled trunk air lines have reduced their rates on an average of 30% the first five months of this year, and this reduction will save the Post Office in the neighborhood of \$3,600,000 annually if only the present reductions hold. However, this sum will probably be vastly increased, for it is expected the 30 percent reduction will grow as the full year's figures become available."

According to Land, the six-cent rate was arrived at by Congress as the result of many experiments to determine what level would attract the maximum volume. The rate was established 17 years ago, but during the war it rose to eight cents. This caused the revenue to drop 11.2 percent. When the rate plunged to five cents on October 1, 1946, the first month saw a 40 percent rise, and the first nine-month period registered increases of from 42 percent to 53 percent. Even when the rate went up a single penny to its original six cents (January 1, 1949), volume dropped a full million pounds, Land pointed out.

### H. G. OLLENDORFF, INC.

Foreign Freight Forwarders  
FORWARDERS FMB No. 41  
Agent for All Airlines  
Authorized Agent: Pan American World Airways  
Recognized by:  
International Air Transport Association  
239-243 W. 68th Street, New York 23, N. Y.  
Phone: TRAfector 4-8155

## PETER A. BERNACKI, INC.

### INTERNATIONAL AND DOMESTIC FREIGHT FORWARDER

PHILADELPHIA • NEW YORK • MIAMI • HAVANA • BRUSSELS • PARIS • LONDON • ROTTERDAM • ROME • ZURICH

Largest Organization of its Kind in the United States built on PERSONALIZED SERVICE

AIRCRAFT CHARTERING BROKERS • PASSENGERS AND FREIGHT TO ANY DESTINATION IN THE WORLD

DOMESTIC AND INTERNATIONAL FREIGHT FORWARDER AND BROKER

LETTER OF REGISTRATION AIR FREIGHT FORWARDER No. 18 . . . LICENSED MOTOR FREIGHT BROKER—I.C.C. No. 12136 . . . FORWARDERS FMB No. 644

#### EXECUTIVE OFFICES

1487 Phoenix Building, Philadelphia 2, Pa.  
Market 7-4315

#### MIAMI DIVISION

Miami International Airport, Twentieth Street Terminal  
Miami 26-4225

#### METROPOLITAN DIVISION

140-2 West Broadway, New York 13, N. Y.  
WOOrh 4-3680

## GUEST EDITORIAL

(Continued from Page 5)

ages of materials to face but are gaining in assets steadily.

Exports are averaging 20% over 1949, and considerably over those of 1950. About half of the Latin American imports come from the U.S.

The export position of the Latin American countries is generally very healthy, while, with prosperity, these countries can take care of their essential import needs more readily.

From both angles the air cargo picture is a favorable one.

## KANSAS CITY

(Continued from Page 9)

City, almost all private aircraft that were stored at Municipal and Fairfax Airports, also were flown to Grandview. Transient aircraft from all over the country carrying top executives also utilized Grandview.

Municipal never was under water, but three runaway barges rammed and damaged the Hannibal Bridge, normal entrance to the airport. High water also for a short time prevented use of the only road leading to the ASB Bridge, which is a mile east of the Hannibal span.

One of the dikes protecting Municipal Airport was threatened for a time, but workmen dumped old motor cars

**The Air Rescue Service of the Air Force dropped by parachute a 30-foot Edo airborne lifeboat during rescue work in the flooded Kansas area. Earlier attempts to land an SA-16 amphibian had been thwarted by heavy debris in the flood waters. The lifeboat was flown more than 1,000 miles from Maxwell Air Force Base in Alabama.**

and tons of rock into the break and it held. Under the direction of Louis R. Inwood, city aviation director, and with the help of United States Engineers, City Public Works Department, and the equipment of two contractors, a 72-hour fight was conducted which saved the airport. Meantime, Fairfax Airport, across the river in Kansas City, Kansas, was inundated.

Luckily, all the heavy equipment of two contracting companies was already located on the Municipal field completing the job of building Kansas City's new 7,000-foot runway. The contractors volunteered the use of this equipment and for three days 80 trucks hauled about 60,000 tons of crushed rock and concrete and dumped this material into the break in the dike. Nearly 500 men

were engaged in the important project.

Kansas City's Municipal Airport is served by a parking lot company which operated this concession. When the word went out to evacuate Municipal, the parking lot operator was confronted with the problem of taking care of 70 motor cars left on his lot by air passengers. Keys were made for each of the 70 cars and they were driven to high ground.

During the period the airlines operated from Grandview, outgoing flights

**Two C-12 Globemasters and one C-54 Skymaster, all in the service of the Military Air Transport Service, airlifted 200,000 empty sandbags (50 tons) to flood-stricken Kansas. They were offloaded at Topeka. Delivery was made overnight from the Stockton Air Force Base in California.**

were particularly heavy, but some inbound flights were light, presumably because travelers in the East apparently believed all of Kansas City was under water.

To counteract this wrong impression, Mid-Continent Airlines' Vice President-Traffic Hugh W. Coburn prepared a roundup giving a clear picture of the situation. It was rushed air mail to all members of the Air Traffic Conference.

This roundup pointed out that the inundated section was restricted to lowland industrial districts and that retail stores, wholesale houses and office buildings in the downtown area were operating normally.

## TAPES

(Continued from Page 10)

actually has received his goods in sound and usable condition.

"The best of packages will deteriorate unless properly bound," he said.

SHIP  
BY  
SAS



## AIR CARGO TO EUROPE OVERNIGHT!

Here's your swift, reliable "highway" to all Europe—plus the Near and Far East. 12 hours to Britain... overnight to 6 German cities... daily flights to Central Europe. Save money on low commodity rates!

• **SAS GROUND-HANDLING**, system-wide means rapid, responsible forwarding.

See Your  
Air Cargo Agent

SCANDINAVIAN  
AIRLINES SYSTEM

?

**Are you interested in saving up to 33⅓% on your minimum international air cargo transportation charges?**

WRITE TO:

**AIR EXPRESS INTERNATIONAL AGENCY, Inc.**

DEPT. AT-2  
44 WHITEHALL STREET  
NEW YORK 4, N. Y.

## ATTENTION — FORWARDERS and BROKERS:

Cargo Sales Agencies available to qualified independent freight forwarders. Write for further details.

"Due to the cutting action of even light steel strap on cardboard, it has been found advisable not to use it. All of our domestic and export air shipments are now sealed with this tape. It not only gives waterproof protection, but it binds the package strongly together and takes stencil markings beautifully. The men in our packing department are much in favor of it. We find it is cheaper to use than steel strap because of the speed and convenience it affords."

Many aircraft manufacturers have found the services of the technically trained representatives of Industrial Tape Corporation helpful in advising them in their choice of the right tape, and its handling and storage. Pressure sensitive tapes that can be used in aviation maintenance and air shipping are as follows:

1. Stain-Resistant Crepe Paper Masking Tape—for masking, particularly in forced drying of spray painting and protecting or holding operations on white or near-white surfaces.
2. Stain Resistant Flatback Paper Masking Tape—a stain-resistant thin paper tape of extra-high tensile strength and maximum adhesion. Principally for straight-line masking, stenciling, die cuts, and light sandblasting; and any holding application requiring an extra-strong tape.
3. Hi-temperature Paper Masking Tape—used for masking applications where coatings or finishes are baked on.
4. Flatback Paper Masking Tape—for straight line and masking applications in fabricating plastics, spray painting, making stencils, and light sandblasting.
5. Crepe Paper Masking Tape—for masking applications in plastic cementing and in exposures to particularly active solvents.
6. Non-Sweating Crepe Paper Masking Tape—the standard tape for masking applications in spray painting and general-purpose tape applications, such as bundling and holding.
7. Double Faced Paper Tape—for permanent or temporary splicing of webs or strips of material, and for joining two objects or articles together.
8. Fiberglass Reinforced Tape—extremely strong holding tape for banding and strapping cartons and bundling of rods, mouldings, etc., without damage to materials or merchandise. Also, for fastening loose parts.
9. Paper Drafting Tape—for holding drawing paper and tracing cloth in place without damage to paper or board.
10. Stain-Resistant Cloth Tape (80x80)—a white tape for packaging and holding loose parts in place; protecting finished metal surfaces against corrosion or abra-

sion; sealing bags, cartons, cans, canisters, etc.

11. Cloth Tape (80x80)—for general package sealing, holding, and protective applications, where high tensile strength is required.

12. Colored Cloth Tape (80x80)—for color-identification of bundled sets of parts; for identification in sealing operations.

13. Colored Acetate Fiber Tape—for packaging and protective applications which require transparency and resistance to moisture.

14. Cellophane Tape—the general-utility cellophane tape for holding, attaching and sealing applications.

15. Colored Cellophane Tape—for identification of wires, conduits, pipes, etc.; and for decorative packaging, sealing and holding applications.

## Selecting Tapes

There is no set formula for selecting a tape; each choice must be made on the basis of the particular problem to be solved. In general, though, the selection should be made with regard to the tape's tensile strength, tear resistance, flexibility, elongation, purity, and the conditions to which the taped part will be subjected in the future.

In selecting a tape to do a job, the mechanical abuses and abrasions a tape may be forced to withstand must be considered. Paper tapes are relatively poor in this respect. Flatback tapes have little stretch or give, and cloth tapes, because of their ability to give under strain, may actually do some jobs better. Crepes can withstand considerable punishment.

In selecting the size of a tape for a particular job, do not be misled into thinking that narrow width tape is less expensive than wider widths. Most tape manufacturers charge a premium for narrow width tapes. A half-inch width actually costs more than half the cost of the one-inch width. A quarter-inch width actually costs close to half the price of a one-inch width. This is because of the waste that occurs in the splitting process. One commercial dispenser has a slitter for cutting narrow widths from one-inch tape, thereby allowing for considerable saving.

For heavy work, use a wide width—it will save time and do a better job in the long run. In time of increasing shortages, conserve your tape and use it for useful purposes.

A word on "holding power" versus "stickiness." A tape may feel very tacky, but may have little ability to

hold two objects together. A tape made by coating chewing gum on paper would be sticky, but it would have no cohesive strength and would not hold a coil together. Another tape may not feel particularly sticky, yet it may do an excellent job of holding. A good tape should have both qualities—excellent holding powers and initial tackiness or "quick-stick."

The actual holding power of a tape will depend upon the area of adhesive surface in contact with the material to be held. Manufacturers often put sizings on the back of their tapes (paper or film) to permit easy release of adhesive during the unrolling process. It is not wise to use tape applied to its own backing for holding. It is better to use a wider tape and use less overlaps in the taping operation.

If high tear strength is needed, it is better to use one or two turns of a cloth tape than many turns of a paper tape. When wide widths of paper tape are to be used, try crepe backed tapes in place of flatbacks, if space permits. Crepes have the ability to conform to irregular surfaces, thereby doing a neater job.

The care and storage of tape is a simple matter, yet considerable quantities are lost every year through careless handling. No workman would think, for instance, of throwing a sharp knife into a box with other tools—yet workmen frequently toss a roll of tape into a box, deforming it and possibly rendering it useless.

It is a good rule, therefore, never to dump tape into a corner or onto a table so that the rolls pile one upon the other haphazardly. Wherever possible tape should be dispensed through a dispenser designed for pressure sensitive tapes.

Tape should be at room temperature when it is used. If it has been stored in a cold room, it will be difficult to unwind, with the result that it may tear or break in use. Cold tape should be brought to room temperature or even warmed to about 100°F. before the operator attempts to use it. This is especially true of vinyl film tapes which lose some of their flexibility at lower temperatures. Normal performance of the tape is restored by storing it inside the outer garments.

Hot and damp storage places should also be avoided. The adhesive used in the manufacture of pressure sensitive

Where Conventioneers Meet

*The Senator*

in

ATLANTIC CITY

Write for Illustrated Brochure

## FOR SALE—AIRCRAFT PARTS

West Coast's largest stock of Douglas, Constellation, ATs, P51, and C44 parts; P&W, Wright engine parts and accessories. Complete stock AN hardware, fittings, electrical parts, and special customer machined parts.

Complete catalog upon request

**COLLINS ENGINEERING COMPANY**  
9052 Washington Blvd. Culver City, Calif.

## AIRPLANES—Send for Free List

World's largest stock personal & light commercial  
Lowest Prices—Domestic & Export

We do everything except pay for your plane

Be Thrifty Son, in '81

Dealers write for Dealer discount pricing

**VEST AIRCRAFT CO. WHOLESALE**  
Field & Office—Box 28—Capitol Hill Sta.  
Denver, Colo.



tapes is made with uncured rubber and becomes soft. In the case of thermo-setting adhesives, the storage at elevated temperatures will increase the activity of the thermosetting resin and materially reduce the shelf life of the tape. It is normally considered that an ordinary adhesive stored for six days at 150°F. and 60% is equal to six months storage at 70°F. and 50% R.H. The best place to store tape is in a clean, cool room.

Every precaution should be taken to avoid contamination either from dirt or chemicals. All workmen should be instructed not to leave tape around on dirty tables, shelves, or floors.

Pressure sensitive tapes are designed to help manufacturers and mechanics do a better job with the greatest ease and the least possible time. With judicious selection and use, pressure sensitive tape becomes one of the most useful and time saving, new and versatile tools in the air shipping industry.

### DANGEROUS CARGO

(Continued from Page 8)

commerce of the air carriers of the United States by issuing Civil Air Regulations covering the many aspects of air transportation, and the regulations are administered by the Civil Aeronautics Administration. Part 49 of the Civil Air Regulations incorporates the applicable sections of the ICC regulations regarding the shipment of dangerous goods. Within the scope of the regulations, the airlines have issued their own rules on the same subject.

By an amendment to the Civil Aeronautics Act, passed on July 26, 1949, a person who is knowingly responsible for delivering for transportation, or for transporting, any shipment, baggage or property by air in violation of the Civil Air Regulations concerning the trans-

port of dangerous goods is liable to a maximum fine of \$1,000, or a maximum imprisonment of one year or both. If the death or bodily injury of a person results, the limits of the fine and imprisonment increase to \$10,000 and 10 years respectively.

It is very difficult to regulate the carriage of dangerous material in personal luggage. An incident on the West Coast of the United States affords an example. In that case a husband tried to kill his family by packing a bomb in one of his wife's bags. Sometimes material, not dangerous in itself, when carried aloft in an aircraft may cause odors that lead to a precautionary descent or landing which may be dangerous. Note, for instance, the following quotation from a flight report:

"During flight Captain noticed fumes in the cockpit. He made an emergency descent from 17,000 to 11,000 feet and investigated the source of the trouble. It smelled like kerosene or cleaning fluid. The source was located as a can of Energine lighter fluid in a piece of luggage loaded in the front cargo pit. The plane proceeded and made a normal landing. After arrival the passenger was located and acquainted with the seriousness of his act."

Ground personnel may be careless in accepting packages, as shown by the following quotation from a report:

"A one-pound piece of express was placed aboard plane. Upon examination it was found that this contained a very deadly poison and should not have been carried by air. The package was marked, 'Do not inhale or store next to food' (but upon further investigation was found to be harmless and to have been incorrectly labeled)."

One airline has issued the following precautionary note to its personnel: "It is important to be constantly on the alert for unsafe articles in goods offered for transportation. It is imperative that nothing be permitted to escape detection which might cause injury to personnel or equipment. Every type of goods offered for transportation, includ-

ing mail, express, baggage, and air freight, must be considered as a possible carrier of this type of material. Any such items observed in the mail or air express should be immediately returned to the Post Office Department or Railway Express Agency respectively. Any baggage suspected of containing such items should be turned over to the passenger service department for further attention. If air freight is involved, it should be withheld. In all cases a wire report will be made immediately to the cargo service department. In any questionable case, play it safe. When unsafe conditions are discovered after acceptance of an article, the report

**LOW  
SHIPPING RATES!**



### NEW YORK direct to COLOMBIA

#### • BARRANQUILLA

Only \$2.28 per pound on shipments from 100 to 3,300 pounds. \$2.25 per pound on larger cargoes.

#### • BOGOTA

Now \$3.37 per pound on shipments from 100 to 3,300 pounds. \$3.33 on larger cargoes.

**SAME DAY ARRIVAL IN COLOMBIA**  
with connections to  
**GUAYAQUIL and QUITO, ECUADOR**  
**CALL, MEDELLIN**

Shipments accepted collect, payable in Colombian currency.

See Your Forwarding Agent

**AVIANCA**  
COLOMBIAN NATIONAL AIRWAYS  
"Oldest Airline in the Americas"  
Organized 1919

General Agents:  
**PAN AMERICAN WORLD AIRWAYS**  
80 E. 42nd St., N. Y. 17, Stillwell 6-0600

Mr. Revue's article appears in *Air Transportation* through the cooperation of the United Nations' Transport and Communications Division, Department of Economic Affairs. It was originally included in the division's *Transport and Communications Review*, under the title, *The Transportation of Dangerous Cargo by Air in the United States of America*.

# AIR CARGO INSURANCE

MAIL • EXPRESS • FREIGHT

**Carriers Liability—Shippers All Risk Anywhere in the World**

**NEW YORK 17**  
40 E. 42nd STREET  
Murray Hill 7-4960

**PARKER & CO.**

*Specializing in aviation insurance for over 20 years*

**PHILADELPHIA 3**  
1616 WALNUT STREET  
Kingsley 5-1200

should completely identify the shipper, point of origin, type of material involved, method of packing, and any other items which might lead to a deter-

mination as to whether the situation resulted from an inadvertence or by intent and which would permit this office to intelligently follow the matter

to a corrective conclusion. This is a most appropriate time to inspect your present safeguards to determine that everything possible is being done to

## 825 LOADING AND STORAGE CHART OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES

Explosives must not be loaded together nor with other dangerous articles, except as provided in the Loading and Storage Chart of Explosives and other Dangerous Articles shown in this section.

	The following table shows the explosives and other dangerous articles which must not be loaded or stored together.												
	The latter if of an indication of horizontal and vertical columns shows that these packages must not be loaded or stored together, for example, Blasting Caps (H) horizontal column must not be loaded or stored with High Explosives (E) vertical column.												
	Low Explosives or Blasting Caps	High Explosives or Blasting Caps	High Explosives or Blasting Caps	High Explosives or Blasting Caps	High Explosives or Blasting Caps	High Explosives or Blasting Caps	High Explosives or Blasting Caps	High Explosives or Blasting Caps	High Explosives or Blasting Caps	High Explosives or Blasting Caps	High Explosives or Blasting Caps	High Explosives or Blasting Caps	High Explosives or Blasting Caps
	a	b	c	d	e	f	g	h	i	j	k	l	m
Low Explosives or Blasting Caps													
High Explosives or Blasting Caps													
Initiating or Priming Explosives													
Wet — Oxidizing, Perchlorate, Fulminate of Mercury, Guanidyl Nitrosamine, Guanidyl Nitrosamine, Lead Acids, Lead Sulphate, Nitro Mammite, Nitroguanidine, Pentamethylene Tetrazole, Tetrazole	X	X											
Blasting Caps with or without safety fuse (including Electric Blasting Caps)													
Ammunition for Cannon with Explosive Projectiles, Gas Projectiles, Smoke Projectiles or Incendiary Projectiles, Ammunition for Small Arms with the projectile bullet													
Explosive Projectiles, Bombs, Torpedoes, or Mines, Rifle or Hand Grenades (explosive)													
Detonating Fuses, Boosters (explosive)													
Ammunition for Cannon with empty, sand loaded or solid projectiles, or without projectiles													
Smokeless Powder for Cannon or for Small Arms													
Propellants													
Small Arms Ammunition													
Primers for Cannon or Small Arms, Empty Cartridge Bags—Black Powder, Empty Cartridge Cases, primed, Empty Cartridges, primed, Combination Primers or Percussion Caps, Toy Caps													
Percussion Fuses or Tracer Fuses													
Time or Combination Fuses													
Cordex, Detonant, Safety Bombs, Fuse, Lighters, Fuse Igniters, Delay Electric Igniters, Electric Bombs or Instantaneous Fuse													
Inflammable Liquids or Compressed Inflammable Gases, Red Label													
Inflammable Solids or Oxidizing Materials, Yellow Label													
Acids or Corrosive Liquids, White Label													
Compressed Noninflammable Gases, Green Label													
Poisonous Gases or Liquids, in cylinders, Poison Gas Label													

a Blasting caps or electric blasting caps in quantities not exceeding 1,000 caps may also be loaded and transported with all articles named except those in columns b, c, e and f. Blasting caps and/or electric blasting caps may be transported in the same motor vehicle with high explosives or nitroglycerin in conformity with sec. 824 of these regulations.

b Acids or other corrosive liquids, white label, must not be loaded above or adjacent to inflammable solids or oxidizing materials, yellow label, ammunition for cannon with or without projectiles, or smokeless powder.

c Oxidizers or cyanide mixtures must not be loaded or stored with corrosive liquids.

d Projectiles, bombs, grenades, or other forms of ammunition containing incendiary charges, either with or without bursting charges, must not be loaded or stored with any dangerous explosive, class A, or less dangerous explosive, class B.

Note.—Charged electric storage batteries must not be loaded in the same vehicle with dangerous explosives, class A.

prevent acceptance of unsafe material. In addition, all personnel should be cautioned to be alert to the detection of these hazards whenever they are handling cargo."

Certain explosives and various other dangerous articles can be transported legally if properly packed and labelled. Part 49 of the Civil Air Regulations, by incorporating the appropriate ICC regulations by reference, defines terms and specifies what are acceptable and prohibited articles, and how they shall be carried. The airlines, the railroads, and the agencies handling air express and freight have compiled lists of commodities that are acceptable, and in many cases the individual airline has issued its own rules specifying that certain goods are acceptable only under given conditions. It is provided that carriers may rely on the shipper's declaration of contents.

Under *Regulations Applying to Shippers*, the ICC regulations state in part "... It is the duty of each such shipper to make the prescribed regulations effective and to thoroughly instruct employees in relation thereto. Explosives and other dangerous articles may be offered to carriers for transportation, provided the articles are in proper condition for transportation, are as defined, and are packed, marked, labeled, described, certified and otherwise as provided. . . . Methods of manufacture, packing and storage, in so far as they affect safety in transportation, must be open to inspection by a duly authorized representative of the initial carrier or of the Bureau of Explosives."

More than 95% of the volume of goods shipped by air express is commercial in nature, originating in factories, stores, or other business establishments that are experienced in packing and shipping goods and are familiar with the rules. Their declaration of contents is accepted by the airline unless there is strong reason to suspect error or intent to evade, and there are few, if any, instances on record of intentional mislabelling by commercial shippers. However, trademarked articles might contain chemicals which, under the special conditions encountered aloft, might react with other materials and become dangerous. One instance is cited of a chemical, harmless under ordinary conditions, that was packed in friction-top cans and shipped by air express. Leakage developed and the chemical dripped down on to the

structural parts of the airplane causing damage that could have resulted in an accident. The nature of the chemical was such that it attacked the aluminum structural material.

There is no way to assure the accuracy or truthfulness of the declaration of contents when goods are shipped by individuals, and it would be impractical to segregate such packages and examine them. Even though shipments made by private individuals represent less than 5% of the total volume of air express, any procedure for opening and examining packages would destroy the speed that is the chief advantage of the service. Moreover, the airlines have no control over the contents of air mail and parcel post packages. Most of the dangerous incidents result from ignorance, but airline employees have discovered and prevented many attempts to evade present laws and regulations by mislabelling packages in order to smuggle into the country drugs which are either prohibited or subject to a high import duty.

The most practical means of preventing the shipment of dangerous materials appears to be continuous education of shippers. They must be urged to observe all present regulations and to make sure that goods which they ship will remain safe under conditions aloft.

In general, it can be said that any articles found during a period of years to be safe for shipment by rail, and approved for such shipment, may be carried in cargo aircraft, provided they are packed in the prescribed manner and do not exceed the quantities set forth in the railway express tariffs. Air cargo representatives of the airlines believe that it may soon be necessary to ask for stricter limitations on the shipment of corrosive liquids because of the probability of damage to the aircraft structure. The same is true of the carriage of irritating substances, as they might incapacitate the pilots or interfere with their ability to perform their work. It may also become necessary to impose greater restrictions on the carriage of combustibles.

The following abstracts from the current regulations outline the requirements for packing and marking selected commodities which are considered dangerous or potentially dangerous. They also summarize some of the regulations of the air carriers. It is hoped that they may prove informative to those inter-

ested in the subject, and helpful to shippers who wish to determine how to pack and ship goods of this type.

## Packing and Marking Requirements for a Selected List of Commodities

**Ammunition, Small Arms**—Must be packed in pasteboard or other inside boxes enclosed in strong wooden boxes, fiberboard boxes, or metal containers marked "Small Arms Ammunition."

**Batteries, Storage**—Wet-cell batteries of non-spillable type containing electrolyte or electric storage batteries containing electrolyte or corrosive battery fluid, when completely protected against short circuits and packed in asphalt-lined, leak-proof boxes (¾-inch stock minimum) having solid covers. Packing boxes also must be adequately cleated or constructed with extension poles, feet, or pyramid bases securely fitted to the bottom to prevent tipping.

**Cellulose Nitrate Plates**—Acceptable when packed 100 sheets per carton, total gross weight 16 pounds.

**Chloride of Lime**—Not acceptable.

**Compressed Gases**—Not acceptable if having gauge pressure exceeding 25 pounds per square inch at 70° F., except as indicated under Liquefied Carbon Dioxide. This rule includes also any inflammable liquid material in cylinders having a vapor pressure (American Society Testing Materials Method D-323-43) exceeding 40 pounds per square inch absolute at 100° F.

**Explosive Rivets**—Each containing no more than 75 milligrams of explosive composition, when packed in pasteboard or other inside boxes in securely closed strong wooden boxes, fiberboard boxes, or metal containers. Each outside container must be marked "Explosive Rivets," and must not exceed gross weight of 150 pounds.

**Films, Motion Picture**—Acceptable only when packed in spark-proof containers marked with yellow "Caution" label warning of the flammable nature of the contents. Slow burning film and scrap accepted.

**Fish and Shellfish (other than live)**—Accepted only when packed in water ice, enclosed in leak-proof and odor-proof containers.

**Friction-Top Cans**—When shipped filled, must have covers securely soldered in at least three places to prevent lifting due to expansion of contents through atmospheric pressure.

**Lacquer, Paints and Varnishes**—Samples having a flash point of 20° F or higher are acceptable in quantities not exceeding one pint in each outside con-

### J. D. SMITH INTER-OCEAN INC.

• Customs Brokers • Air Freight  
• Foreign Freight Forwarders

37 BROADWAY, NEW YORK 6, N. Y.  
BOwling Green 9-2332

Branch Office—N. Y. International Airport  
Miami Int. Airpt., 36 St., Ter. Bldg. P.O. B. 786  
FORWARDERS FMB No. 247

### WANTED - - AIRCRAFT PARTS

AN fittings & hardware    Electrical parts  
Pulleys & bearings    Engine parts  
Accessories & components    Instruments  
Aircraft material of every nature  
Will purchase complete inventories or individual items. Send your listings or samples to:

**COLLINS ENGINEERING COMPANY**  
9050 Washington Blvd.    Culver City, Calif.

### BARIAN SHIPPING COMPANY

Foreign Freight Forwarders  
Customs Brokers

Recognized by:  
International Air Transport Association  
29 Broadway, New York 4, N. Y.  
Phone: BOwling Green 4-4447  
FORWARDERS FMB No. 28

### TRANS-WORLD SHIPPING CORP.

Foreign Freight Forwarders  
FORWARDERS FMB No. 673

Recognized by:  
International Air Transport Association  
35 S. William St., New York, N. Y.  
Phone: WHIttishall 3-3360

tainer, and only when packed in friction-top cans with tops soldered or fastened by indentations in not less than six places. Cans must be packed in substantial fiber boxes and surrounded by sufficient sawdust or other material to absorb all of the liquid. Each package must be marked with the correct name of contents, the words "Flammable Liquid" and a red "Caution" label certifying the correctness of marking and packing. Materials in this group having a flash point exceeding 80° F. are acceptable without quantity limitation when securely packed and appropriately marked to disclose contents.

**Live Freight (Animals, Birds, Fish, Insects, etc.)**—Airlines have varying requirements depending upon the kind of creature, type of aircraft, etc. In general, live freight is accepted when harmless, inoffensive, not odorous and requiring no attention in transit. Must be crated or boxed to prevent escape, to facilitate handling and to assure protection of persons; food or water must be in spill-proof containers; all government laws and regulations regarding transportation of animals must be complied with; weights exceeding 200 pounds, including animal and crate, require advance arrangements; poultry may not be more than 12 hours old at time of shipment. Numerous limitations and exceptions determine types of aircraft available for such shipments, methods of packing, etc.

**Liquefied Carbon Dioxide**—Acceptable in compressed-gas cylinders bearing ICC identification markings 3-A 1800 or 3-E 1800 or higher (certain airlines exclude that commodity).

**Magnetic Materials**—Articles or materials containing permanent magnets with fields not confined (such as photoelectric light meters, ACDC ammeters, milliammeters or voltmeters, thermocouple meters, galvanometers, magnetos, motors, generators or relays incorporating permanent magnets in their construction) are acceptable only when plainly marked and declared in the consignor's air express declaration. Shipments are subject to determination by carrier's representative, by examination or otherwise, that contents are not harmful to the aircraft, passengers, crew or cargo.

**Matches, Safety Book**—Acceptable when packed in tightly closed metal inside containers; maximum quantity 25 pounds in any outside container.

**Matches, Strike-Anywhere Type**—Not accepted.

**Mercury Oxide, Red; Mercury Compounds (solid); Strychnine and its Solid Salts**—Mercury packed in 1-pound and 5-pound bottles, up to 25 pounds in one container, and strychnine and salts up to 80 ounces in fiber or in 25-ounce bottles, are acceptable by several domestic airlines. Such materials packed in tightly closed inside containers of glass, earthenware or metal, or in lock-corner, sliding-lid wooden boxes lined to prevent sifting, of not more than 5 pounds capacity each, and securely packed in outside wooden or fiberboard containers of not more than 25 pounds each are acceptable by certain airlines.

**Metallic Mercury**—Must be packed in glass bottles or ceramic jugs and must be contained in an outside package sufficiently tight to retain the mercury in case of breakage of the inner container; must have adequate cushioning material between inner and outer containers, and be

clearly marked to indicate contents. Iron quicksilver flashes are acceptable without supplemental packing.

#### **Packages—Dimensions and Weight**

Weight in excess of 200 pounds and dimensions exceeding 20x24x44 inches or combined length and girth exceeding 132 inches require special handling arrangements. Any package or piece exceeding 100 pounds per square foot floor-load must be placed on an auxiliary platform or skid, sufficient to conform to the foregoing requirements.

#### **Paintings, Pastels, Pictures, Water Colors**

Shipment of declared value of 50 dollars or more must be in wooden boxes marked to indicate such contents; such pictures when covered with glass must also have the outer glass surface fully protected by a paper or cotton cloth covering pasted on. Pictures valued at less than 50 dollars per package, framed or mounted, are acceptable when packed in wooden boxes or in outside cartons of double-faced corrugated paper board of not less than 270 pounds Mullen Test; inside wrapping to be such that picture will be held in suspension at not less than 1 inch from all sides and ends of outer container.

**Perishables**—Accepted only if of such nature as will not cause damage to other articles.

**Photo Flash Bulbs**—Accepted when packed in sealed, undamaged cartons of type provided by manufacturer, and adequately placarded to insure proper handling.

#### **Radium and Radioactive Materials**

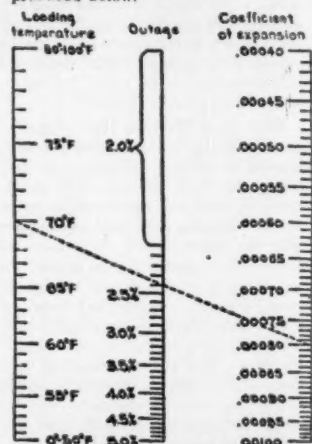
The following radioactive materials will be accepted without special marking on package, provided they emit no radiation of harmful intensity outside of the package and have protective packaging of 1/32 inch thickness of lead around inner casing for absolute film protection. Shipments that do not emit radiation will be accepted provided the materials: (1) emit gamma and other rays with maximum rating for one gram equivalent of radium; (2) are encased in lead of thickness prescribed by the Committee on Standard Radioactivity of the National Research Council, for full protection of all airline personnel and passengers; and (3) are marked "Do not place in same compartment with undeveloped films or mail." Synthetic radioisotopes will be accepted, subject to the exceptions outlined below, provided they are properly identified and packed in a container having not more than 15 milliroentgens radiation per hour at the surface of the container, and are not placed in the same compartment with mail or undeveloped film. The exceptions are as follows: Synthetic radioisotopes produced by the Atomic Energy Commission or its authorized agencies are accepted when so packed and shielded that the level of radiation does not exceed 15 milliroentgens per hour at the surface, and if they come within the limitations of Group I or Group III as defined in Part 49 of the Civil Air Regulations. Group I includes those materials which emit any gamma radiation, either alone or with electrically charged particles or corpuscles. Group II materials are those which emit neutrons and either or both of the types of radiation characteristic of Group I. Group III includes those materials which emit only electrically charged particles or corpuscles, i.e., alpha and/or beta radiation. **Strychnine and Salts thereof**—See Mercury Oxide, Red.

**Storage Batteries**—See Batteries, Storage.

**Sulphur Dioxide**—Not accepted in passenger planes.

Some types of goods must be packed with an "outage." This term is used to designate the vacant space which is left in a container to permit expansion, thus preventing spillage of the contents or bursting of the container. An example of insufficient outage is found in a recent incident concerning a shipment of yeast aboard an airplane. When the temperature rises or the pressure goes down, yeast is subject to a chemical action whereby the sugar in it changes to alcohol and carbon dioxide gas. Consequently, in this case, when the airplane reached an altitude of 18,000 feet, the yeast "exploded" and escaped from its container, flowing out into the cargo compartment, and damaging other goods in transit. Fortunately, as yeast is not a dangerous explosive, the incident did not become an accident, but it well demonstrates the need for care in packing and shipping goods by air.

Outage varies according to the coefficient of expansion of the material and the temperatures to be encountered, and must be calculated on the basis of the total capacity of the container. The ICC regulations contain a chart to facilitate outage calculations, which is reproduced below.



Coefficients of expansion of the principal flammable liquids are as follows, per degree Fahrenheit:

Acetone	0.00085
Amyl acetate	0.00068
Benzol	0.00071
Carbon bisulfide	0.00070
Ether	0.00098
Ethyl acetate	0.00079
Ethyl (grain) alcohol	0.00062
Methyl (wood) alcohol	0.00072
Toluol	0.00063

The ICC Regulations prescribe definite forms for labels to indicate the con-



tent of packages offered for transportation when the contents are dangerous.

In general, labels are required to be of diamond shape, measuring four inches on each side, with printing inside a border measuring  $3\frac{1}{2}$  inches on each side. The prescribed colors are as follows:

Flammable liquids—Bright red, black printing and border.

Flammable solids and oxidizing materials—Bright yellow, black printing and border.

Acids and corrosive liquids—White label, black printing and border.

Flammable gases—Bright red, black printing and border.

Nonflammable gases—Bright green, black printing and border.

Poison gases—White label, red printing and border.

Poisonous articles—White label, red printing and border.

Tear gases—White label, red printing and border.

Fireworks (square label, four inches per side)—Bright red, black printing and border.

Samples of explosives (square label, four inches per side)—Bright red, black printing and border.

Empty containers (square label, six inches per side)—White label, black printing 1½ inches high, reading "Empty."

Regulations provide for the separation of materials that might become dangerous if intermingled or brought together. In general, materials marked with yellow labels should not be intermingled with either white-label or red-label material, and white-label material should not be intermingled with poison-label material, and so on. The ICC regulations contain a chart setting forth combinations of dangerous articles that should not be loaded or stored near each other. The chart applies primarily to treatment of materials on the ground, but the information is applicable to freight or express shipments by air, and to such transportation, handling and storage of materials at airports as is permitted. The chart is reproduced here. Instructions for its use appear in the upper left corner and in the footnotes.

Careful study of the foregoing and of the regulations which have been mentioned will show that by the use of proper packing and care in marking and handling, an extensive list of materials generally considered dangerous can be shipped safely by air. Careful adherence to the regulations on the part of the shipper is essential, not only for the rapid and safe delivery of his property, but for the safety of the passengers and crews of the air carriers. It need hardly be mentioned that common sense and the all-important rule of self-preservation should be additional reasons for convincing a passenger that he should omit dangerous articles from his personal luggage.

## TRUTH ABOUT AMERICA

(Continued from Page 7)

population of which is 137,845,000, show .006% radio owners (.005% short wave).<sup>4</sup> With a population of 145,355,000 in the 20 countries of Latin America, the percentage of radio owners is .044 (short wave, .025%).<sup>5</sup> In the Pacific and Far East, the dozen countries and possessions afford .016% radio owners of a total population of 747,311,000 (.002 short wave).<sup>6</sup> Finally, 16 additional island areas and countries with 6,379,000 population have .022% radio owners (.02% short wave).<sup>7</sup>

In a dispatch from Berlin, dated August 14, 1951 a United Press correspondent, interviewing a group of war prisoners just returned from Russia, quoted one as saying:

"I never met anyone in Russia who ever had heard a foreign broadcast. But then, the Russians with whom we associated in the factories did not have radios."

A couple of years ago, the State Department, in a report on its propaganda activities, declared that "the most effective way of communicating information about the United States and of interpreting its policies and intentions to the peoples of Europe is by personal friendly contacts." Naturally, this still holds true; it always will.

Our information services abroad have disseminated a great deal of data concerning the American people—a lot of it good, a lot of it no good. Much of the good stuff has had little or no effect in countries such as Italy, Greece, and Spain—to name only a few—where the percentage of illiteracy is extremely high. And what about that tremendous majority without radios? And those out of reach of motion pictures?

In *The World's Audience for America's Story* (1949), the editors stated:

"The urgent and critical problem in Latin America is to counteract the

<sup>4</sup> Belgian Congo and Uganda have an average of three listeners per set; Ethiopia, Liberia, Mosambique, South Africa, Tanganyika, and Tunisia—four; Eritrea, French Somaliland, Gold Coast, and Nigeria—five; Morocco—seven; Angola—15; Algeria and French West Africa—unknown.

<sup>5</sup> Venezuela has an average of three listeners per set; Argentina, Bolivia, Cuba, and Uruguay—four; Brazil, Mexico, Nicaragua, Panama—five; Chile, Colombia, Peru—six; Costa Rica, Dominican Republic, Ecuador, Guatemala, Haiti—seven; El Salvador—eight; Honduras and Paraguay—10.

<sup>6</sup> Australia, Korea (prewar), and New Zealand have an average of four listeners per set; Japan—five; Burma—six; China and the Philippines—10; Indochina—11; Malaya and Singapore—15; Indonesia and Siam—unknown.

<sup>7</sup> Madeira, New Caledonia, and Netherlands West Indies have an average of three listeners per set; Barbados and British Honduras—four; Bermuda, British Guiana, Gibraltar, Jamaica, St. Vincent, Trinidad—five; Bahamas and Canary Islands—six; Dutch Guiana, Hong Kong, Newfoundland—unknown.

potential attraction which Communism has for the underprivileged, particularly semilliterate labor groups—the petroleum workers of Venezuela, the industrial workers and miners of Chile, and the laborers, both industrial and agricultural, of Mexico. Leaders who are backed by local Party organizations and the whole Soviet propaganda machine untiringly urge Communist doctrine upon these masses, and, as is well known, the present Communist 'line' in Latin America is to turn their every natural aspiration, their every legitimate grudge, against the United States as the oppressor of their class and their nation."

Again, that report urges that we "must find a way to reach the 90% illiterate agrarian population of Iran; to place emphasis on India, Pakistan, Ceylon, and Burma which are "one of the major target areas of Soviet propaganda and infiltration"; and so help enlighten Africa of which the literate portion of the population is small indeed.

What successes our information services have had have been principally among the educated classes. However, the most important part of the work has been left full of big holes, for we have been unable to communicate with the average foreign worker. Since it is *he* who will decide whether he wants Communism or American-type democracy, and force the balance of power in his country, it is *he* who must be the No. 1 objective of our propaganda.

"To preach the desirability of freedom to a starving coolie is to say almost exactly nothing to him," the Foreign Policy Association pointed out last May.<sup>8</sup> It urged "exciting leadership" on the State Department in its competition with the Soviet Union. Two days afterward, at an Armed Forces Public Affairs luncheon in Lincoln, Nebraska, Lieutenant General Albert C. Wedemeyer exhorted America to "take the offensive in the field of ideas" and "reach the hearts and minds of all peoples with our message." To General Wedemeyer's message I can only add that we concentrate our efforts on reaching "the hearts and minds" of the little people: the men and women who toil in the fields, who labor in the mines, who sweat over machines.

We have a story to tell these workers—the story of the American workers: how they became what they are; how they work; how they play; how they live. It will not be a glamorous story, but it will be one they can understand and to which they can react. Most important, it is a story of unparalleled success.

And that story can be told the world over via air freight!

I propose that the State Department utilize one of the available giant transoceanic airfreighters in the service of the United States Air Force — the *Globemaster*, *Liftmaster*, or *Stratofreighter* — to perform the deed of carrying the visual story of the American worker to every feasible airport in the world. (Under present circumstances, that necessarily would exclude the part of the world under domination of the Soviet Union.) One of the most important facets of the proposed program would be co-sponsorship of the global flight by the American Federation of Labor and the Congress of Industrial Organizations. Also participating would be a fair number of our major commercial and industrial organizations, of the caliber of Ford, General Motors, RCA, International Harvester, etc.

To take the possible "onus" of a military plane off the aircraft—which, if not done, very possibly would give our enemies the insidious opportunity to label the program as a militaristic implement — all Air Force markings should be obliterated. The plane should be painted entirely white; and, in addition to the American flags at the usual location, the following slogan lettered in red and blue: *Cargo of Democracy*.

The logical question presents itself next: of what nature would that airfreighted democracy be?

In my opinion, the most striking feature of that cargo should be a progressive story of a day in the life of an average working man. Set up on a table running the entire length of one wall of the cargo hold, the display would be in the form of miniature clay or wooden models. The display table would be partitioned to the extent of the individual scenes required to complete the visual story, these scenes to follow this general order:

1. Waking (an opportunity to view a typical American bedroom—not lavishly furnished, but representing the honest possessions of a man of his financial position).

2. Washing (average bathroom, showing the conveniences which we take for granted, but which nearly all other workers look upon as a wealthy man's luxury).

3. Breakfast with the family (the kitchen — modern stove, refrigerator, small radio, washing machine, colorful linoleum).

4. Leaving for work (exterior of a modest house, with small lawn in front and back; small car in driveway).

5. At work (perhaps at a lathe; show clean working conditions).

6. Lunch (he eats in a company cafeteria where prices are reasonable).

7. Still at lunch (pitching horseshoes with several other workers).

8. Back at work (he is reminded by the union delegate that a meeting is scheduled for that evening).

9. After work (returning home in his car).

10. Dinner with family (opportunity to show a typical meal; also an opportunity to explain that the son is attending a local college while the daughter goes to high school).

11. Union meeting (interior of hall, showing a democratic vote in progress).

12. Back home (interior of living room; he is reading a newspaper, while his wife knits, and son and daughter hover over a phonograph).

13. Entertainment (the family watching a television program).

14. Evening drive (the family in the car).

Of course, there are numerous variations possible for the above; however, it describes a suggested approach to the man who wants to know most about the American working man—the foreign laborer. Logically, each scene should carry a brief explanation in the language of the country visited. For example, with the exception of Brazil whose national language is Portuguese, and Haiti whose language is French, all of Latin America has Spanish as its native tongue. In all other parts of the world the language situation is far less simple. Consequently, interchangeable cards are advisable. A large number of complete sets is required, these embracing the numerous languages of the countries on the airfreighter's itinerary.

On the opposite wall of the cargo hold, any number of ideas can be exploited: a photographic display of various types of labor, showing both whites and non-whites at work, often side by side; a display in photo or model, showing the great strides made by the American farmer; a montage of scores of union newspapers and magazines; depiction of the great social services of many of our unions (medical centers, summer camps, insurance funds, etc.); modern health and recreational facilities established for their employees by innumerable industries; pension plans, social security, unemployment insurance; advances in human relations; perhaps, even a photographic display of immigrants who became established successes in the United States. The latter might take the form of either a representation of many countries, or merely of immigrants whose native land was the one now visited by the plane.

Another important addition might well be some simplified presentation of

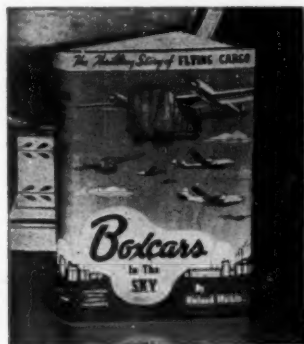
the recent report by the National Bureau of Economic Research which revealed the astonishing extent of the social and economic revolution which has taken place in the United States since 1929. Data developed by Professor Simon Kuznets of the University of Pennsylvania showed that our country "has traveled a considerable distance toward absolute equality of income" since that black year. It was found that while 5% received 34% of all personal income in 1929, they were getting 18% by 1946. Absolute equality would be represented by a 29-point drop; by 1946 the reduction had been at 16 points.

Extreme care should be taken in the preparation of the various displays that a Hollywoodish approach be shunned. Directness should not be sacrificed for plush. The American working man must get an effective message across to his counterpart overseas. The establishment and the cementing of relations must come on their own level of interest and understanding. In the final analysis, the *Cargo of Democracy* must emphasize that labor holds a highly important and virile position in the makeup of the United States; and that management, despite occasional strikes, is meeting labor with progressive plans and action. The objective, of course, is to combat the Russian-inspired propaganda which would have all or most of American labor in a virtual state of peonage.

The itinerary of the *Cargo of Democracy* should be planned by the State Department. It should instruct the United States embassies and ministries located in the countries to be visited to arrange for pre-arrival publicity in and around the cities where the plane will land. An invitation should be extended to all the people. Special invitations should be sent to the workers and their families through their local unions. These people would be invited to visit the *Cargo of Democracy*, filing through one door and out the other so that movement is uninterrupted. A system of roped aisles can be set up in the plane to prevent the visitors from getting into each other's way, as well as to facilitate viewing the displays in the desired order.

The *Cargo of Democracy* is not suggested as a supplantation of the Voice of America or the other information services of the State Department. It is a supplemental device—one which, by its unusual nature and singular approach to the problem, is bound to attract vast audiences. And it is that type of audience—the foreign worker—America must address at all costs. Then why not through our own worker, the man he understands best?

# BOXCARS In The SKY



is packed with fact  
...but reads like a novel

FROM THE VERY MOMENT you open Richard Malkin's new hit book, your interest is caught. For example, the first paragraph of Chapter 1 reads:

"In New York, a plane from Calcutta noses in for a landing and a half-dozen elephants lumber out of its cargo hold. In the harbor of Genoa, a disabled ship receives a seven-ton part hurriedly flown from Baltimore. At the airport in Oakland, a weather-scarred airfreighter discharges a planeload of gold bars from Tokyo. At Johannesburg, waiting passengers gape as a cargoplane from London disgorges an oversized ambulance through its nose. Native workers at the airfield near Buenos Aires roll a ramp right to the door of the Miami plane and a famous racehorse moves easily out

of the aircraft. At Caracas, a plane hauling a full load of gas stoves touches the runway after a hop from St. Louis. And in Philadelphia, a truck backs into position to accept a consignment of airborne Rocky Mountain trout . . ."

And then the whole intriguing story of air cargo unfolds . . . a story which takes 100,000 vivid words and 140 dramatic photographs to tell . . . plus a comprehensive index in the back of the book, for your convenience.

CLIP THIS COUPON AND MAIL IT TODAY.

Import Publications, Inc.  
10 Bridge Street  
New York 4, N. Y.

Gentlemen:

I am anxious to receive copy(ies) of Richard Malkin's outstanding book, **BOXCARS IN THE SKY**, @ \$4.75 per copy. (Add 25¢ per book for carriage and handling charges.) Please bill me.\*

NAME .....

FIRM .....

ADDRESS .....

CITY..... Zone..... STATE.....

\* ☐ To save money, I am enclosing \$4.75. Please send the book prepaid.

Don't put off buying your copy of

## BOXCARS In The SKY

★  
*Do it*  
**TODAY!**

\$**4.75**

**For fast, expert handling of**



# Foreign Air Freight

## **Specify AMERICAN EXPRESS**

Sold on air freight because speed saves money? Then prompt handling of your shipment on the ground is especially important. To protect yourself against unnecessary delays, put your air cargo in the experienced hands of AMERICAN EXPRESS. We handle every detail for you—space bookings, documentation, insurance, consular invoicing, export clearances. Expert handling of these and other details saves you time and trouble, assures all possible speed and efficiency in moving your exports or imports. Offices in the United States, Canada and more than 40 cities abroad are prepared to handle air cargo to all destinations served by domestic and foreign air lines.

For complete information, call or write  
Traffic Division at our nearest office.

### **ALSO COMPLETE SHIPPING SERVICES ON OCEAN-GOING FREIGHT**

We maintain an office at IDLEWILD AIRPORT Air Cargo Building

(Also serving LaGuardia Field)

OFFICES IN ALL IMPORTANT COMMERCIAL CITIES ABROAD

**AMERICAN EXPRESS**  
*Foreign Freight Traffic Service*

65 Broadway, New York 6



CHICAGO—176 No. Michigan Ave.  
SAN FRANCISCO—253 Post Street  
BOSTON—177 Milk Street

NEW ORLEANS—Maritime Bldg.  
MONTREAL—1010 St. Catherine St., W.  
TORONTO—19 Melinda Street

*Every Traveler Needs American Express Travelers Cheques*

F.M.B. 417